

Main Line

Autumn 2010
Volume 27 No2

National Model Railroad
Association Inc.
Australasian Region



Features:

- Modelling Conrail 6592 in HO Scale*
- Trains Bring 'Em Back to Southport*
- Making a Static Grass Applicator*
- NSW Multiple Units – an Outsider's Review*
- Railway Orientated Holiday Snippets*

Divisional Reports:

Registered as Australia Post Publications # PP241613/00080



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Blaenau Ffestiniog Railway, North Wales

To celebrate my 50th birthday, my wife & I travelled to UK and Paris in May 2006. The Blaenau Ffestiniog Railway had entered my proposed itinerary about 12 months previously (some blame on Gerry H. for that). After finding the departure times on the internet from

network.

In 2006 the train terminated in the old slate mining town of Blaenau Ffestiniog, high in the mountains above the Afon Glaslyn (harbour).

Porthmadog, I had intended to arrive in town with hours to spare to find our B&B and explore the surroundings.

What a fantastic journey! My trip started late on Sunday so the passenger list was quite small. I almost had the run of the train, six carriages.

There is a 360 deg small radius loop in the line which was used to gain altitude when a river was dammed for the Ffestiniog water supply and the line would have been submerged.

There are plans to extend this and other narrow gauge lines in North Wales to combine into one massive tourism

by David Latham



**Official Publication of the
National Model Railroad Association
Australasian Region**

Registered at Australia Post Publication
PP241613/00080
Editor: Geoff Horne

Assistants: ALL NMRA AR Members
Article Submissions: The Editor welcomes any train related articles, photos, drawings, cartoons, letters to the Editor and other related material.

Any submission can be delivered by email, or posted. It is preferred that any submissions be made by using a computer, however, type-written is acceptable. Articles can be submitted in any file format.

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.

Cut-off dates for article submissions:

- * Winter 2010 14th May
- * Spring 2010 13th Aug
- * Summer 2010 19th Nov

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

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Photo Credits

Front Cover: Peter Sutton photo:

K27 463 is a brass import by PBL it is just about to pass the coal pocket at Vance Junction owned by Bill Black.

Centrefold:

Left Page: *Photos of the Southport Qld. exhibition held by the Miniature Train Club from the Gold Coast.*

Back Cover: Peter Sutton photos:

TOP: *K27 456 is a brass import by PBL. It is crossing the last trestle before proceeding to Chama.*

BOTTOM: *K28 473 is a brass import by PBL entering the Chama yard.*

The Computer Keyboard

with

Editor - Geoff Horne



Well you have all had a chance to digest the last issue and hopefully no one has developed any heartburn.

I am still interested in

getting any thoughts that you may have that may be applied to MainLine to make it even better.

I thank all of the members who have passed on their good wishes and very positive feedback. This makes doing this job worth while.

With the presidency of Sowerby coming to an end shortly, I would like to take this opportunity to personally thank him for the great job that he has done as well as being very ably supported by his band of committee members. We are very lucky to have such committed persons to handle the day to day running of our region.

THANK YOU TO YOU ALL.

The next major event for our enjoyment is the Newcastle Convention on 4th and 5th September. Check out the information further on in this issue.

Make sure you get those registrations in quickly,

so as to remove any possibility of maybe forgetting and then missing out on what is shaping up to be an excellent event.

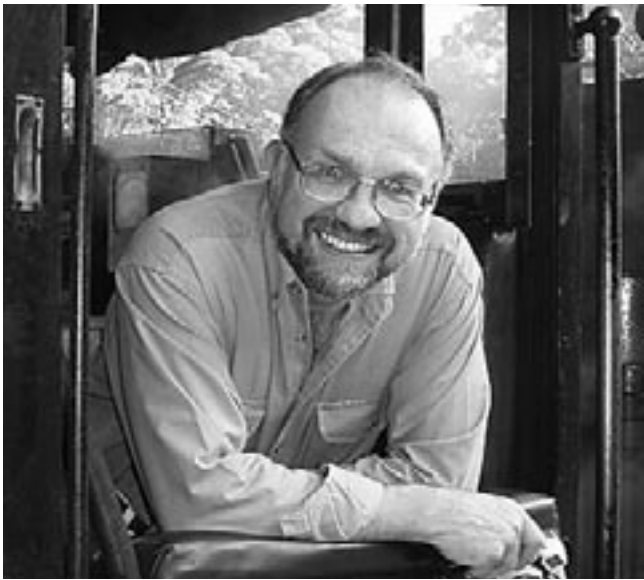
Most of the reports from the various divisions are on the whole quite good, BUT, if you do not find your division reports showing up, please have a quiet word with your Div Super and see if we can have a full compliment to tell the rest of the region what you are all up to.

You will notice in this issue that there are a few brief reports from member's travels and I feel that these are very interesting and may spur a few more of us to follow suit. Photos are welcome as long as they are accompanied by a short description.



Another day at the coal loader on Sam Manion's fine NSW layout

Photo by Geoff Horne



From the CAB

with
Sowerby Smith - President NMRA AR

throughout the country. By holding a meeting and sharing your knowledge and expertise, each of our meeting hosts is contributing to the success of the group and strengthening and encouraging others to achieve better results with their hobby time. Thank you all for your commitment, generosity and hospitality.

Our membership has grown steadily over the last two years. We have had growth in all the Divisions with Division One being the standout for membership growth. Well done to all our Divisional Superintendents for their hard work over the last two years bringing real value to your membership by organising the events that make being a member of the NMRA worthwhile. Divisional Superintendant rolls at times become vacant and it is important for the members of the Division to consider having a go. It is at times hard work but not too onerous, so if a vacancy comes up give it a go. Being involved is more fun than standing waiting for it to happen.

For the first time in 24 years I will not be holding a committee position (thank goodness you cry) and will try to get back to a bit more modelling time on my layout at home and continue my involvement with my friends I have made through the Association. Now where is that paintbrush? Only three more rooms to paint then back to the layout!

Sowerby Smith

Soon to be Past President

Presidents Report June 2010

As you read this a new era will be emerging for the Association. This is my last report as President as I have completed the second consecutive two year term as President and according to our constitution I will be standing down. Your whole committee also stands for election with the exception of our Pacific Director who is elected on a different time cycle. The results of the election will be known by the time you read this and I would like to take the opportunity to welcome the new Committee and I look forward to a bright future for the Association in the coming years.

I would like to thank all the members of the outgoing Committee for their hard work and co-operation during our time. Without that spirit of stepping up and volunteering, our Association would wither and die. We have as a group achieved a lot in the last couple of years. Two of the highlights are our Brisbane Convention organised by Glen Stevens our Division 1 Super and ably assisted by Sandra Glen's wife and the crew in Queensland. Well done to all. Our 25th Anniversary Convention last October in Sydney was the highlight of last year. David Howarth our Vice President and a candidate for President and his team including Peter Jensen, John Montgomery Gerry Hopkins and lots of presenters and members who volunteered their time to help organise and run the event. We had Charlie Getz as our Keynote speaker, Vice President of the Association Alan Pollock presenting the awards Tony Koester and Al Westerfield presented several clinics. All travelling from the US to attend our event and help make it a success. The ladies program was an outstanding success despite the appalling weather, organised and conducted by Yvonne Howarth and Jenny Smith with help from Toni Saxon and Lauris Hopkins. Thank you to all involved for your tireless efforts.

Apart from the highlight events, the core of the Association is the members meetings at homes

Divisional Calendar Information

Division 1 – Queensland

23rd May	“	Mary Valley Rattler
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

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

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

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

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

Division 7 – New South Wales

- 12th Jun “ : Laurel & Phil Anderson 55 Westminster Rd, GLADESVILLE **AGM**
- 10th Jul “ : Jenny & Ken Scales MMR 4 The Circuit, BLUEHAVEN
- 14th Aug “ : Doug Wallace 12 Meares Road, McGRATHS HILL
- 4th/5th Sep : **Regional Convention Broadmeadow, NEWCASTLE**
- 16th Oct “ : TBA
- 13th 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

Planning for the NMRA's 75th Anniversary Convention

Planning for the Convention continues and is now almost upon us. This will be another exciting event as we celebrate 75 years. There will be some exciting announcements made at the convention for the next 75 years.

I hope you have all seen the UP photo contest on National's website. The UP has come into the NMRA as a major sponsor and will be promoting the NMRA with its various steam excursions with a car in the train with NMRA logos on the side. These excursions are giving the NMRA major exposure as they are mentioning us in all of their publicity on the steam excursions.

The main activities at the next Board of Directors meeting will be discussions on NMRA branding, Scale Rails – look for major changes, and the election of a new vice president. Allan Pollock has resigned from his position and the Board will be appointing a new VP to full Allan's term. A good sign is that there are several qualified candidates nominating for the position. Good luck to you Allan and thanks for all you have done.

If you are going to Milwaukee, please let me know so we can organise a get together for all the folk from down under.

Cheers

Peter Jensen

www.nmra75.org



Line north to Murwillumbah

by David Latham

Photo taken on 3rd Feb 2005 using Nikon E5700
1/32 sec, f8, 100 ISO

My wife & I were holidaying at beautiful Byron Bay in February 2005. During our usual morning walks I noticed the disused railway tracks that had originally carried traffic between Lismore and Murwillumbah (NSW). I'm not sure when the line closed (not that long ago) but the track was still in place so maybe there is a hint of optimism to say that one day the line will re-open... We had spent a day at nearby Bangalow (and more recently in Murwillumbah) and I wonder what a scenic journey it must have been.

Are there any members out there who can shed more light on the railway activities in Byron Bay 100 years ago?

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VISA

MASTERCARD

I purchased the basis of my model of Conrail 6592, an Atlas HO scale GE U36C painted and lettered for Conrail from a traders stall at ARHS WA's 2009 Rail Fest.

At home I logged onto the world wide web to see how my newly acquired model stacked up against the real thing. Unfortunately I was not able to unearth a photo of Conrail 6592. I did however find photos of some of Conrail's thirteen GE U36C's.

The major differences between my as purchased model and the prototype were

- Black pilots and step wells
- Air horns mounted on leading edge of cab roof above drivers windscreen
- White step well handrails
- No rotating beacon

My model of Conrail 6592 was fitted with a radio antennae and cab sun shades. Some of the photos of Conrail's U36Cs have sun shades and radio antennae. I'm taking a punt the real 6592 had cab sun shades and a radio antennae, so I've left the cab sun shades

The rotating beacon was easily removed with a modeller's knife. This left a hole in the cab roof. A tiny amount of Tamiya plastic putty filled the hole.

The metal air horn moulding was gently prised off the top of the long hood with a jewellers screw driver. The original air horn mounting hole was filled with a tiny amount of Tamiya plastic putty. A new air horn mounting hole was drilled into the cab roof. I secured the air horn moulding with contact cement.

Painting the pilots and step wells seemed a straight forward project. Closer inspection showed I'd need to remove the snow plough to do a decent job of repainting the snow plough and front pilot. The snow plough was readily prised off the front pilot with a jewellers screw driver. The front and rear pilots, step wells and snow plough were brush painted black with chain store PVA artists paint thinned slightly with water.

After the paint had dried the snow plough was re attached to the front pilot. The step well handrails were brush painted white with chain store PVA artists paint. I weather my rolling stock for a few reasons. Weath-

Modelling Conrail 6592 in HO Scale Or The result of a few pleasant evenings work

by Rod Tonkin



Conrail 6595

and radio antennae on my model of Conrail 6592. Modifying my model of 6592 to more closely match the prototype required

- Removing the rotating beacon
- Relocating the air horns
- Repainting the pilots and step wells black
- Painting the step well handrails white
- Weathering

ering blends the range of finishes on a model. I want my rolling stock to look like it works for a living. It individualises your rolling stock. It's relaxing and the best enjoyment per dollar cost activity in the hobby. As delivered my model of 6592 was clean and had shiny black plastic bogie frames. The weathering killed the plastic shine on the bogies.

Conrail 6592 was weathered in my pizza dish weathering studio. The pizza dish weathering studio consists of an old pizza dish attached to a square of chip board by a single self tapping screw. The model to be weathered is placed in the pizza dish.

I can turn the pizza dish without touching the model being weathered. I weather my models with heavily diluted washes of PVA paint. I condition the water in the washes of PVA paint with a few drops of hand washing liquid soap. The hand washing liquid soap lowers the surface tension of the water, allowing the wash of colour to flow evenly over the model. If I think the effect I've created is too much I wash the paint effect down with washes of clear water treated with hand washing liquid soap. Water or paint washed



My Conrail 6592

off the model is contained in the pizza dish. 6592 was weathered mostly with washes of black paint. Progressively the washes of diluted black paint changed my pristine model U36C into a working for a living model of Conrail 6592.

Making a static grass applicator.

By Alex Danilov



I wanted to lay some grass on my layout, and I liked the idea of trying the static grass approach. This is where you spread some white glue on the surface and then sprinkle some static grass on it using a static grass applicator. It looks great, and you can buy static grass in many colours, lengths and brands, but, the cost of a commercial applicator was prohibitive, at over \$200. I made some judicious enquiries, and found a way to make my own unit, easily and cheaply. Here's how I did it.

Firstly you need a source of high voltage, about 6000 to 8000 Volts. Yes, that's right, eight THOUSAND. Fortunately, exactly the right device is available, and it's called a *Negative Ion Generator*. I bought

mine from Oatley Electronics, for \$12. They sell two different modules, each costing \$12, but one is slightly larger than the other. Their outputs are identical and I bought the smaller one to fit in a piece of plastic conduit. They work on 12 Volts DC and at this voltage they output about 6000 Volts. If you use a 9 Volt battery, the voltage is only about 4500 Volts.

I made the whole thing from bits I had in my garage, but unless you have a garage like mine you may



need to buy a few bits such as the battery connector, alligator clip and switch.

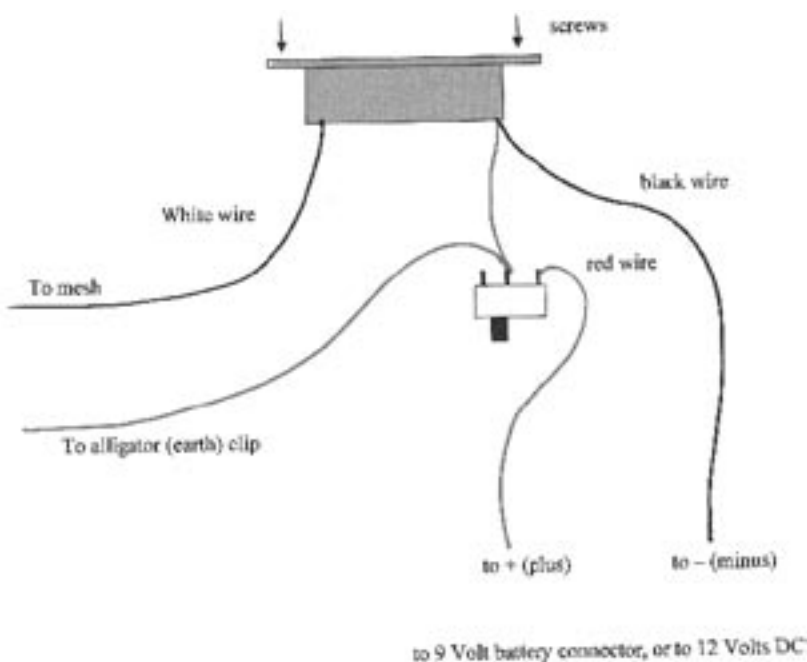
I cut a piece of plastic conduit (electrical or plumbing) of a size to comfortably allow the generator and a 9

Volt battery.

Into one end I glued a threaded conduit fitting (*use conduit glue. Ed*) and made the static grass container from a plastic jar, by cutting a hole in the base to fit over the conduit fitting and then I cut the center out of the lid. Into this lid cut-out, I hot-glued a piece of brass mesh, which came from a piece of flyscreen. (This has to be metal).

(If you have trouble getting this metal mesh, then look up your local Termimesh pest control distributor and see if you can get a few off-cuts or samples. Ed.)

I connected the generator, switch, jack socket and



battery connector as shown in the diagram. Note that this is a **NEGATIVE** ion generator, which means that the earth connection (the wire that goes to the alligator clip, and then to the nail which sits in the glue on your baseboard) has to be connected to the positive (red) lead of the generator, while the thicker white wire is connected to the mesh in the lid of your jar.

I connected the jack socket because I wanted to use a 12 Volt supply, to get the full 6000 Volt output. You can use a 9 Volt battery, but since this provides only 4500 Volts,

you will need to hold the device closer to your baseboard than if you use 12 Volts. If you have a source of 12 Volts DC (this



is what goes to your track, unless you use DCC, but **be careful of the polarity**), I suggest you use this, since it provides more voltage.

Once everything was connected, I inserted the bits into the conduit, using all 6 of my hands, and screwed it all together using small screws. To make it easier to insert the screws into the generator, I held the nuts to it with a bit of Blu-tac. The switch has threaded holes into which it is relatively easy to screw the holding screws.

The thicker white wire is fed out through the conduit fitting, and connected to the wire mesh with a small screw and nut. (This white wire has a brush-like fitting on the end when you buy it, just cut this off.)

You can experiment with the size of the mesh, but I found the flyscreen size just right. Anything smaller, and the grass doesn't come out easily, and any larger, and the grass falls out before you're ready. I tried tea strainer mesh, and the mesh from different kitchen sieves. Something with which I'm planning to experiment, is a funnel-shaped container, which should allow



pin. Place the static grass in the jar (I use a mixture of different lengths and colours, but this is up to you), close the switch, hold the jar about 10 mm above the glue, and gently tap the container to let the grass fall out. You will see the grass standing on end in the mesh (just like static electricity makes your hair stand on end), and as it falls out of the container, it will fall vertically, and remain vertical in the glue.

That's it. Happy planting and mowing!

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the grass to be accurately deposited in a small area. Another approach which occurred to me was to try using a cheap plastic torch as the case. Remove the glass or plastic lens, insert the mesh, and use the body to hold the generator and battery. The grass would be placed in the area between the mesh and the reflector. You will need to experiment a bit.

Static grass consists of fine fibres of plastic, of different colours and lengths. It is available from most hobby outlets, and is made by Noch, Busch, Woodland Scenics, Silflor, Heki and many others.

In use, spread diluted white glue onto the area that you want to plant grass and insert a nail or pin into the wet glue, and then connect the earth clip to this

There are a number of videos on Youtube showing how it works, some better than others. A lot of people have used a margarine container to hold the grass. I personally prefer the more solid plastic bottle with the screw on lid. It is personal preference.

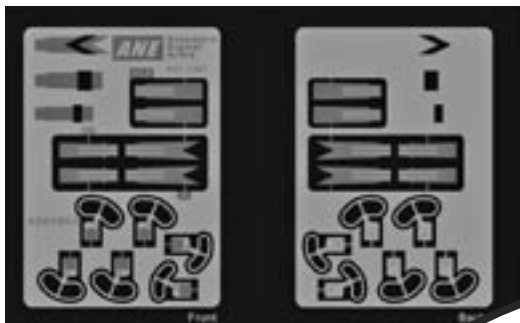
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TRAINS BRING 'EM BACK TO SOUTHPORT

By The Roc

On 21 February 1964 the Queensland State Cabinet announced the closure of the Beenleigh to Southport railway line, despite Gold Coast wide protests and a street march in Southport. In that year, the last train ran from Southport in July.

1964 was the last time trains brought people directly to Southport on the Gold Coast. I'd like to challenge that position, because from December 12, 2009 to Australia Day January 26, 2010, I believe there were many trains responsible for bringing people into Southport – young, old, men, women, boys, girls, individuals, couples, and families. I know, I was there, I helped operate those trains.

What you have to understand of course is, that these were not large people moving trains from Brisbane and all points in between to Helensvale or Nerang (which isn't directly into Southport at any rate), but smaller, possibly more impressive scale models. There were the usual culprits, H0, OO, and G Gauge, English, European, American, and Australian. And yes, we can truthfully say they brought people into town by the large number of patrons coming in and asking us, "Is this the model train display we saw on the news last night/read about in the paper?" Semantics I know, but I get ahead of myself.

This is the story of a new Gold Coast based miniature train club and how we brought trains back to Southport over Christmas to the delight of many. The display in question was by a relatively new model train club on the Gold Coast with an aim in bringing the hobby to the public whether by attending model train exhibits, giving talks in local libraries, or assisting the local council – as in this case – with a small display of operational model trains on a scenic modular layout. We are, or were, all members of various other clubs in South East Queensland, who formed our own get-out-into-the-public-and-show-them-our-stuff club – the **Miniature Train Club – Gold Coast** (MTCGC). Many of us, if we can afford to be a member of more than one club, are still with our old clubs. We are also a 100% NMRA

club and that includes spouses and partners. But enough of that, you have an idea of where we are coming from.

With the understanding that we are a 'newish' sort of a club, and what it is that we do, you can now understand why it was that we approached the Gold Coast City Council (GCCC) to ask if there was anything we, as a miniature train club, could do for them over the Christmas Holidays. Not knowing what to expect, perhaps a static display at a local library or a talk at one about model trains, the surprise was pleasant when they offered us a room in the Information Building of the newly refurbished Broadwater Parklands at Southport with an adjacent garden for our 'big trains'. The Broadwater Parklands was to be the jewel in the crown for the GCCC being redesigned and upgraded as part of Queensland's 150th anniversary, and though some work is still going on a little way down the road, we had a place in the most active part of the park.

Our display coordinator, Craig Thistlethwaite came back to our President, Martyn Jenkins and let him know that we had a room for six weeks! Six weeks that included seven weekends. Could we handle that? Could we roster people on for the time? We offered the GCCC for that six weeks, that we were willing to set up the Intercontinental Modular Layout inside the new room, set up the G Gauge in the garden, and if there was a call for it, a 'Kids Zone' with push-along Thomas the Tank Engine and friends in an adjacent air conditioned room. We would open Friday, Saturday, Sunday, and Monday each week and the week between the 26th of December and the 4th of January, we would be open each day. For our troubles, we were offered the opportunity to fund raise with a coin box, asking for a gold coin donation. We had no issues about the roster, we had ample member volunteers. We even had members travel some 71 km from Murwillumbah, northern NSW and over 100 km from Brisbane outer northern suburbs!

We had an excellent turn out with people of all ages coming in and out, many returning with

friends and family at later dates, and with some coming every weekend. We couldn't have hoped for better feedback as many patrons mentioned their positive experience of the display to members on roster at the time, but more pleasing, going to the GCCC park management and telling them direct! The park manager even brought his daughter and her son down to the display. We had local councillors, old train drivers, people whose husband or father drove trains, kids who had a simple oval of track on the floor with a budget train on it, couples working on a layout at home, not to mention those who would tell us about dad's layout when they were young, and those who had a layout once, but due to lack of space or (now mistakenly) thinking they had out grown the hobby, got rid of it.

Even those not 'into' trains still found interesting bits to look at. On one particular module by Debby Mooney (one of the wives), young and old picked the dinosaur fossils embedded in the cut-a-way mountain side in a national park. On Les Corkett's Northern English module, Doctor Who, Sara Jane, K-9 and the TARDIS beset by a group of Daleks brought delighted smiles to those of us who remember Tom Baker in that role. Two different modules, Craig's Tarana and Des Candlin's Ourimbah were both singled out

by people who came from the area or who have family there still, or in one case, was contracted to work on rail upgrades in Tarana – pointing out that Ourimbah looked just as it did some 10 years ago, and that Tarana looks pretty much the same today (both modules also scored a Golden Spike each!). Even my own work, Roc's Bend drew a bit of attention with the cattle grid gate opening and the bogged Morris Minor... and the fact that it was modelled to look 'wet' as if it was still raining or shortly thereafter in contrast to the other more arid looking parts of Australia we often see.

In the end, the official display is over. We were justifiably proud of our efforts as a small chapter; we did the hobby proud with the most positive of feedback from the public, the GCCC, and the Parkland's management. Having no clubhouse at this time, we are very happy that the Parkland's management has offered us the use of the room we are in until such time as they need it back in several months time. We are working on what we will do with it now, but it still affords us the chance to open to the public.

Yes, many people stumbled across 'the trains at Southport', but there were also many who were brought here by those trains... they who had no other reason to come, but to see them.



Photos: Above.

Next page Top:

Next page Top right:

Next page Centre:

Next page Bottom:

(Display Coordinator), Martyn Jenkins (Club President)

A sign to definitely draw in the public

Obviously Santa must not be able to read

Santo Roc obviously also in the Xmas spirit

A 442 at Debenburg Tunnel

club members James Lampard, Rob Purdie, Phil Mooney, Craig Thistlethwaite



**4th & 5th September
2010**

Merewether High School

Chatham Street

Broadmeadow, NSW 2299



Saturday: There will be 10/12 clinics in two streams running during the day by some well-known modellers in assorted scales and gauges.

The Twins - John Montgomery and Geoff Nott

The Man of Many Moulds - Don Davis

The Master of Many Scales - Mike Flack

The Man of Many Bridges - Ken Scales MMR

The Master of Research and Presentation - Brett Payne

Jack of All Trades, Master of None - Gerry Hopkins MMR

The Master of Trollies - George Paxton MMR

The Master of Miniature - Stephen Reynolds

The Maste of Words - Geoff Horne

Model & Photo Contests, Commercial Stands, Layouts, Slide Shows

**Enjoy the revelry and fine food at the
banquet in the evening**

Sunday: Enjoy Morning Tea / Coffee with the Lake Macquarie Light Rail
2ft Gauge.

Ride the trains and then off to visit the layouts.

The Convention is across the road from the 'Our Town Model Exhibition'
open Saturday and Sunday

Check the web site for the rest of the information

<http://www.nmra.org.au/convention10/convention10.html>



NSW Multiple Units – an Outsider’s Review

Gerry Hopkins MMR

Part Two in this series looks at the “**Multiple Units**” on NSW railways from a **Ready To Run** point of view. I will not comment on the prototypical accuracy but just from a working model point of view.

The first of the **RTR** units was the **Sydney Electric set**



from Triang. Although they were made to OO scale they still looked relatively good.

The plastic mouldings were clean but there was no clear plastic for the windows. They ran as well as anything else in their day. There were no lights just plastic castings that were not even painted, the handrails were moulded on but not painted. The mechanism was the typical ring field motor mounted on a truck. The down side was the big ugly coupling at the front and the pizza cutter flanges.

The next **RTR** people mover was the **Lima XPT.** The original for the XPT was the British HST 125 introduced in the late 60’s. The prototype was timetabled to average 125 mph between Cardiff, South Wales and



Paddington in London. That works out at 200 kph. The model was capable of this speed plus a bit more. It used much the same mechanism as the early Triang units.

The down side of this model are the cookie cutter flanges, lack of pick up and the very old 3 pole ring field motor. Not much can be done with the flanges – they are still good for Code 100 or Code 83 rail.

We can fix the lights with 3 mm LEDs, white for forward and red when in reverse. The motor can be replaced



with a drop in unit the same as we used for the C38 in the last issue (from Model Torque).

Adding pickups to the power car does help, but, when



you add the pickups to the next car and plug together all the pickup problems are solved. Adding a decoder like a TCS T1 will allow you to adjust the top speed down to that used in NSW which is around 110 kph, a more realistic speed on any layout would be 60 kph.

This shows the extra pickups added to the coach behind the power car. The wheels are brass and do have to be cleaned regularly.

Now we move on to the second generation of Multiple Units, the **Eureka 620 Railcars**. They were released in early 2006. These have to be in a totally different world to the units before them. They come with lights, a good



motor unit, all the correct detail bits and SOUND.

The sound unit is by **QSI** and will run on DC as well as DCC. The speed is good and when the decoder is set up properly they have some great effects. Enter the number into the throttle, sound the horn - and then nothing - until you start the unit up by pressing 66. The driver opens the door, climbs up, and closes the door. A few seconds later the interior lights go on, and the engine tries to start. After the second try the engine runs – then you can drive away. When you have finished driving, press 99 then 99 then 99 and the unit goes through the full shut down cycle. No more toy trains! The sound of the horn alone will keep the mice and other nasties out of the train room.



The mechanism is smooth and quiet and the all wheel pickup is great. The wheels are RP25 Code 110 and the unit tracks well through turnouts.

The two cars have to be plugged together to work, and there is an “extractor tool” to unplug the units if they have to be moved. Always use extreme care when unplugging the units – I have had to repair a few broken wires.

Berg’s 4 car Suburban Electric set came out in late



2008. Unlike the Triang set these are in HO. All the detail is moulded on and there are no lights. The lights on the unit shown here were added by the owner and are 0.75mm fibre optics into a white LED. When the set reverses, the lenses above them show red, again using fibre optics and an LED. This means using a normal decoder (TCS T1 in the power car and a function only



decoder (TCS FL2) in the trailer car. I would suggest using smaller fibres such as 0.5 mm. The pantographs are much finer than the Triang and look much better. The prototype for these cars had an idler truck and a power truck, these have been duplicated on the model, the size difference between the two trucks is very noticeable – just like the prototype. My only concern is the lack of pickups. There are a pair of drivers on each truck for pickup and the other pair for traction – with traction tyres. I had thought traction tyres were a thing of the past. The only driven wheels are the ones with tyres. Adding pickups to the next coach and plugging together will make them run very well and would not take long to do. The power unit can pull three trailer cars as long as the grades do not exceed 1% (1 in 100).



underbody that allow you to switch some of the lights on and off. The Trailer Car also has lights on one end and the interior lights.

Fitting a decoder is simple, just lift off the body, remove the blanking plug and plug in a decoder. A TCS DP2X will drop straight in, but, if you want all the available lights, use a TCS T4 with short harness. If you want to control which headlight you want on, interior lights



RED REAR MARKERS

This unit has had the 0.5mm fibre optics added and different routes can be shown as well as red lights to the rear.

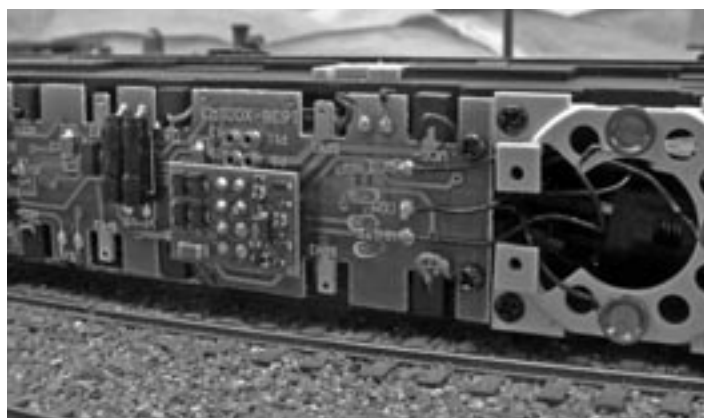
The cast on handrails although nicely painted can be cut off and wire units fitted in their place. There is now an update kit for the front of the cars which replace the truck mounted couplers with a body mounted unit. There is also an update kit to replace the motor and drive unit with a lower floor (so that you can see right through) and two Black Beatles for better pick up and traction. The full story was in the October '09 AMRM.

The next units released are definitely my favourites – The **Eureka CPHs**. In their day, the prototype would have been a little uncomfortable to ride in for any length of time, but no different to other passenger cars of their generation. Ride a current Oscar Set for an hour and you will get the same comfort.

The 2 car set comes with a power car and a trailer car. The power car has the radiator detail on the top and looks perfect. There is even a driver in the cab. In DC format you have interior lights, headlights (directional) and marker lights. The markers change red/white with direction. There is a selection of switches on the



on/off and which markers you want to work then use a TCS T6 with a slight modification to the light board. For the Trailer unit I used a TCS FL4 to get the same functions.



There is provision for two speakers as shown above, and a sound unit can be plugged straight into the



board. Later, units will be available with sound already fitted.

Operationally these units run perfectly, the mechanism is smooth and quiet. The wheels are RP25 Code 88, the finer tread width adds to the “lightness” of the units. RP25 C88 wheels have been used on most brass locos and rolling stock for the past 25 years. There are pickups on all wheels and all the gearbox and drive shaft detail is there on the underside. A little weathering will make all the detail stand out.

OVERVIEW

Although there have only been a few RTR people movers there have been a number of kits for other units. I did not look at these at this time as the quality will depend on the skills of the builder. The above models cover almost 60 years of Australian modelling and you can see the great progress made in that time.

I did test the Triang unit on a code 100 test track and although it had not been used for 40 years, I did get it to run after a few minutes of TLC.

The XPT also ran well after adding pickups, replacing the motor and adding a sound decoder. See a short movie on the web at <http://www.nmra.org.au/Hints/XPT/xpt2.wmv>

All the other units were happy on my code 70 and code 55 track. They ran well and reliably without any need for TLC.

I did not do any sort of “pulling power” tests on these units. The important part of passenger operations is the smooth start, steady movement, and smooth stopping. The Triang units failed here but may have been better with a decoder. The XPT was similar but the replacement motor made the difference.

The other three units all performed well but the Berg’s electric set should have a limit of 3 cars if there is a small hill, otherwise keep them on the flat.

The next review will be currently available diesel units. I think about 16-20 locos.

RAILWAY ORIENTED HOLIDAY SNIPPETTS

by Glenn Stevens

**Cobdogla Irrigation & Steam Museum
Trussell Terrace
Cobdogla SA 5346**

The Cobdogla Irrigation & Steam Museum is situated in South Australia’s Riverland, not far off the main Sydney – Adelaide highway at Cobdogla, near Barmera.



The activities at the museum centre around operating a portion of a 2ft gauge rail line originally built in the 1920’s, and the preservation and operation of an historic Humphrey Pump, as used by the S.A. Water corporation.

The rail line was originally built to carry materials from the Murray River at Cobdogla to a Humes Pipe Factory in Loveday, about 3 miles away.



The loco was built in 1906 in 2'6" gauge, sold to the SA Irrigation Commission in 1921, and regauged to 2'. It was retired in place in 1923. In 1985 it was restored by the SA Engineering and Water Supply, and re-commissioned for use by the Museum in April 1988. It is wholly operated and maintained by the Cobdogla Steam Friends Society

A second loco operated by the Society is a Simplex Loco, previously owned and operated by the Farleigh Sugar Mill outside Mackay in Queensland. It was restored by a member of the Society, and re-commissioned for use in June 2003.

One of two locos used on the line was a Bagnell Mercedes Class 0-4-0.



The Humphrey Pumps are notable in that they have high strength and efficiency, without the use of any rotating flywheel, solid piston, crank or bearings of any kind. The pumps work essentially as a four stroke with water as the moving piston. There is a good operating diagram and notes on www.humphreypump.co.uk.

Article submitted by Glenn Stevens, Div 1 Superintendent.

Are you about to go on a holiday that may just have some trains featured along the way?? (How did you hide the fact from your wife??)

Make sure that you take a camera and a notebook, because the membership may be very interested in reading about it, especially if it is a little unusual such as the previous article. *Ed*

Australasian Divisional Reports

NMRA DIVISION 1 (QUEENSLAND)

Comment

I'm incapacitated, wearing a neck brace since 22nd February and it will be there until 17th May when I have an operation and probably for some time after that until all is fixed. Naturally railroad and MR magazines have been wonderful as I have to hold them up so I can see them properly and their lightness is an advantage. Some NMRA member mates have been most generous in ringing regularly to talk railroads and to see how I'm fairing. Thanks to all of you who have been so persistent and kind. Some of these mates have visited or lent me books and I'm sure I've never read of this as a worthwhile activity in any list of advantages of belonging the NMRA! As much as all of this is appreciated and I'm sure been a benefit to healing, the time away from the work bench is really biting. There are so many unfinished projects, like there always is, but I just can't get to them. Believe me trying to use Number 79 drills when you can't look down is very frustrating. Part of my injuries were pulled back muscles and these scream with pain after about 10 minutes sitting at the bench just reading references. Just the sheer inaction and lack of progress with some models because I'm not yet ready, is a terrible punishment. I think this is the hardest thing about not being well. It's no good saying I'll forget about moulded on ladders or handrails. You can't go back on your ideals. In fact you can improve your ideals much easier than dropping back. But I did wonder how each of you would fair if for

a time you couldn't partake fully in your hobby. Do operations people feel the need to have some MR operating sessions? Without it do they plan in their minds, how they will organise their next running day? Do scenery people, we don't have enough of them in our Division, itch to get their hand into plaster and crumbed rubber sponge? Do track-laying experts pine for spikes, ballast and Fast Track's jigs? Or are we all a bit broader in our preferences but take away any facet of our hobby and we feel the loss? I must admit that the various facets of this hobby that I've only tried occasionally, still hold a lot of appeal. It's just that for me, seeing a piece of rolling stock that I've scratchbuilt or kit-bashed, anything I've put a bit of time and effort into, rolling down the track gives a particular enjoyment. It's not only the successful running but the research, planning, building, painting and decaling, etc. that provides that warm and feel-good appreciation.

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.

NMRA DIVISION 2 (ACT)

MAY 2010

Our year got off to a flying start with our January meeting as usual at Malcolm Risby's place. A key issue today was the question of where our modular layout should be exhibited this year. For several years now we have exhibited at Lyneham in April and at Malkara in August. This year we are already committed to Lyneham - except that it has now moved to Kaleen High School - but later in the year we have no less than three possibilities on offer - Malkara in August, Bungendore in October and Wagga Wagga in November. How many should we go to? And which ones?

After discussion we decided to settle for just one, and this year we felt it should be Bungendore. This is Bungendore's very first model railway exhibition ever

and we believe it should be supported. Also, it gives us our first opportunity to travel outside Canberra. Bungendore is barely half an hour's drive away, so it's a nice one to practise on. Decision made. But what about the opinions of all those who aren't at today's meeting? Tough! If they want to exercise their right to vote, then they should be at the meeting. That's democracy! Oh, really? Look, never mind. Bungendore it is, right!

After this heavy decision making and a show-and-tell of several items of general interest, we adjourned to Malcolm's double car garage which houses his N scale Burlington Northern layout with its long trains and long runs winding gently along the front of the layout and through the huge staging yard at the back. The foam hills are in place, but other scenery is yet to be added. Meanwhile the trains are running smoothly

and well.

February's meeting was at Steve Walker's which gave us the opportunity to view his brand new layout. But we held our meeting first and it was dominated once again by heavy discussion - this time on necessary preparations for exhibiting our modular layout at the annual exhibition organised by the Canberra Model Railway Club in Kaleen High School at the end of March. For some strange reason (of course totally unrelated to our panic when setting up at the Malkara exhibition last August), there seemed to be an overwhelming insistence on the need to get the layout up and running, fault-free, before we dare to set it up at Kaleen. Hopefully we have got it covered this time? Stay tuned!

We then adjourned to admire Steve's redesigned carport, which has now become a garage housing his model railway layout. Not only that, but there's a workshop in there too, and if you breathe in deeply while driving, you can even squeeze a car (scale 1:1) in as well. And if you park it very skilfully, you can even open the driver's door.

Our March meeting was at Tony Payne's. Once again heavy discussion prevailed. But at least the resourceful Rob Anderson had somehow found a venue where our Division 2 Module Group could set up and fully check our layout prior to moving it to Kaleen for public display. Rob was duly rewarded a little later in the meeting when John Prattis presented the latest Achievement Program awards that had come through. Amongst them Rob Anderson was quite delighted, though somewhat surprised, to receive his second Golden Spike. Rob is now on a hat-trick, so WATCH THIS SPACE!

Later in March came the exhibition weekend at Kaleen. I'd love to give a blow by blow report of the setting up but (luckily, as it turned out) events conspired against me and much of the sparse information that did leak later can't be printed in a family oriented publication such as this one.

April saw us at John Prattis's place, our first meeting at John's and Julie's new home. Nice to welcome Al Harris from Adelaide - back in Canberra once again, though this time for only two years.

More Achievement Awards were handed out - to David Lowe (Golden Spike and two Master Builder certificates) and to Charlie Dearling (Golden Spike). Race fever is now gripping Division 2 and the bookies have shortened the odds on at least two of our horses in the MMR Stakes.

John Prattis showed slides of his trip in America in winter 2008-09, including one very attractive photo of Julie whom we suspect had innocently believed she was being photographed by her loving husband who'd obviously composed his picture with great care. We also suspect Julie was quite unaware of the intriguing trolley bus carefully positioned just over her shoulder.

We adjourned outside to inspect John's new layout. A few finishing touches have yet to be added, however at least it was good to see that work is already under way and the ground has been marked out and pegged. Once the foundations go in, the concrete floor can be laid, the shed (6 x 9 metres) can be built, the power can be connected, and we'll be almost there. Just a bit of modelling, plus the structure to support it and we'll be running in no time. Watch this space!



Stephen O'Brien, Rob Anderson and Al Harris are not convinced -- BODY LANGUAGE FELLAS !!!!!

John outlined his plan to model the Sydney-Lithgow line, via the Zig Zag, in HO scale. Not everyone was convinced, some suggesting it would be cheaper to dispense with the shed and build the Zig Zag in G scale climbing around the entire Prattis property with a level crossing in the driveway to get the car out. Presented afterwards with this alternative, Julie was less enthusiastic than might have been expected, so we're back in HO scale once more. Meanwhile we eagerly took photos of the progress made so far.

NMRA DIVISION 3 (VIC / TAS)

March & April 2010

I did not attend the February meeting which was held in Ballarat at the home of Paul & Kath Richie.

March 2010

Around 23 members and guests attended the meeting at the home of Bill & Karen Black. Bill is the owner of an Sn3 Denver and Rio Grande Western layout, http://www.nmra.org.au/Layout_Tours/Black/index.html

Bill has been working very hard on the layout with extensive areas been landscaped over the past few months. Bill's meeting tends to have large gatherings and this was no exception. The day was a mix of fraternity, locomotive driving, photo shoots, and modelling discussions.

Awards presented:

Bill Black – Golden Spike award



Rod Hutchinson – 2009 Hopkins/Bone award



Ian Petherick – NMRA 25 years' award

Models presented:

- Adrian Gunzberg – S scale vehicles;
- Grant McAdam - O scale laser cut wooden indoor shelving;
- Grant McAdam – WorkInProgress_Outback Model Company's O scale "THUROGOODS TRANSFER & WAREHOUSE COMPANY"
- Geoff Truman – N scale brass etched VR station furniture
- Laurie Green – Outback Model Company's O scale laser cut wooden dray kit;
- Mark Mills – O scratch-built DRGW derrick;
- Paul Ritchie – HO Diesel, Sn3 Porter;
- Rod Hutchinson – Scratch-built trees
- Peter MacDonald - O scale VR scratch-built VR nA class Loco 8A;
- Peter Sutton – HOn3 Blackstone Models Caboose and Freight Car;
- And an assortment of reading material for kindling the mind.

April 2010

About a dozen members and guest arrived at the home of Bob and Myra Thorton. A cold day kept us all indoors, and discussions centred on modelling, and proposed workshop/conventions. Each meeting Grant McAdam has been bringing his WorkInProgress, Outback Model Company's O scale "THUROGOODS TRANSFER & WAREHOUSE COMPANY" <http://www.outbackmodels.com/index.html> This company is a joint venture by NMRA members Laurie Green and John Hunter. Grant's steady progress allows viewers to examine his techniques and how he has adapted them to this magnificent laser cut wood model.

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

Grant McAdam – O scale Outback Model Company's laser cut wooden dray kit

Grant McAdam – Work In Progress_Outback Model Company's O scale "THUROGOODS TRANSFER & WAREHOUSE COMPANY"

Peter MacDonald - O scale VR scratch-built VR nA class Loco 8A;

Rod Hutchinson –HOn30 Kiso Forestry Steel Bogies timber carriers by Modellwagen Spezialkrafte of Japan;

General

The meetings have been a great 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 He finished the day's

activities with thank you plaques presented to hosts.
Rod Hutchinson,
Mooroolbark, Victoria.

NMRA DIVISION 4 Western Australia

Meeting 28 February 2010

The meeting was held at the AMRA WA Branch Clubrooms at Moojebing Street, Bayswater with the Super Alan Burrough making the arrangements and with Craig Hartmann and John Maker (AMRA members) as visitors.

Meeting Business: Alan opened the meeting with reference to NMRA AR news of a competition with a prize of a day-long cab ride in a UP locomotive and a nice report of the Sydney Convention on their webpage. The conventions and meetings pages have been updated but there is nothing on the WA Division. There is also information on the Australian Model Railway Convention in Qld

- <http://www.theworkshops.qm.qld.gov.au/exhibitions/events/amrc.asp>
- http://www.nmra.org.au/conventions/div1_expo.html

Alan opened discussion on the NMRA booth at the AMRA Model Railway Show in June. Alan and Rod Tonkin will prepare information for the show program and distribute it to members for comment. Rod suggested we try to get visitors to complete a form at the time and then we follow it up to contact them. Jim will prepare a form for people to use. All power cords that go into outlets in the building must have current inspection tags. Alan will develop a staffing roster.

Alan also acknowledged Frank's role in initiating and running the 'Build a Station' project. The four hour initial session went well and the next meeting will be at Peter Scarfe's place on Thursday 11 March starting at 1830 hours for 3 hours. Frank has sent material to Peter Flower in Dalwallinu.

Alan confirmed the following forward meeting information:

- Sunday 28 March. At Rail Museum, Ashfield.
- Sunday 25 April. Operating session at Rod Tonkin's with a sausage sizzle.
- Sunday 30 May. Garth Caesar has agreed to host the May visit.

Show and Tell: Les presented photocopies of the list of his personal railroad video DVDs and offered to lend them to members. Thanks Les. Rod has been working in the closet and has developed concealed lighting that provides a different coloured sky for each scene. Jim showed his Z Scale rolling stock from the Rangoon circular and Shan State Railway that he built while living in Burma. Peter purchased two Walther's

Cornerstone Series HO Siding Sets, one for himself and the other for AMRA's layout. He also showed an HO Bachmann Spectrum Maintenance of Way self-propelled vehicle with work crane and cart. Frank has purchased an ON30 Korean made RGS K27 die cast locomotive with brass fittings. He added a brass bar on the front with a Kadee coupler. He also showed new large and small log wagons with his trademark logs on board that he recently commissioned. Rod showed a plausible vintage train that he ran later. Alan showed an HO FEF Class 4-8-2 locomotive (UP 820) bequested to him by AMRA member Graham Perry. Alan acknowledged that the present far exceeded the help that he provided and the meeting recorded condolences for Graham's passing.

The meeting thanked Alan, Craig and John for hosting the meeting at the AMRA clubrooms and Alan for providing the refreshments. Members moved on to the running session.

Layout Running: Peter ran the HO Maintenance of Way vehicle he showed and it ran well. Rod had a Santa Fe freight train with double headed diesels on the HO layout. Alan ran a plausible 1890s passenger train headed by a 4-6-0 steamer. Frank had his 0-4-2 Colorado Mining Company tea kettle trying to haul four log cars. However, he gained bonus points for



the most creative descriptive tale presented. Jim had a twelve car SP Daylight hauled by a black GS4 with a working mars light and headlight on the N scale layout. The new PA1/PB1 combo was replaced by the classy GS4 4438.

Meeting 28 March 2010

The meeting was held at the Australian Railway Historical Society, WA Division, Railway History

Museum at Railway Road, Ashfield with the Super Alan Burrough making the arrangements and with Graham Watson (ARHS member) acting as guide and mentor during the visit.

Meeting Business: There was no formal business meeting held on this occasion.

Alan introduced Graham Watson to the members who, after a brief introduction to the role of the Society took the party through the public display area to the separate storage, workshop, repair and restoration area of the Society's land. Graham took the party for a tour through this area stopping regularly at certain pieces of equipment and providing a running commentary on the history of each one and in particular the reason why ARHS has secured them.

One of the most interesting items was:

- A 1501 Clyde GM CoCo Diesel Locomotive. This was the first of the modern diesel locomotives that took over from the Metropolitan Vickers X and XA class A1AA1A and revolutionized the Westrail diesel locomotive fleet. As the signature locomotive of its class it has a special place in the society's fleet. Unfortunately it came without its proper bogies from storage at the Forrestfield yard on temporary transport bogies.

There was so much more to see both in the repair and restoration area and the public display area. We would have needed much more time to do the Society's display justice. They are to be congratulated on their efforts to preserve the history of railways in WA.

When the very interesting tour was completed, refreshments were provided by Alan and Irene Burrough to celebrate Alan's birthday. The celebrations were held in the Australind Buffet Car that is part of the Society's complete Australind

carriage consist from the 1950s.

Alan thanked Graham Watson and the Society for hosting the meeting and presented him with the NMRA Host memento.

Meeting 26 April 2010

The formal division meeting started at 11 o'clock chaired by Frank in Alan's absence. Members produced their latest acquisitions' and recounted progress on their modelling endeavours. Phil Knife inspected Rod Tonkin's electrical work towards the Model Railroad Engineer Electrical certificate. Members inspected progress on Rod's layouts "Martindale Creek" located in the car port and "Wombat Gully" located in the walk in wardrobe.

A leisurely sausage sizzle lunch at noon refreshed us for the afternoon's operating session on "Martindale Creek"

A quick run through on how the car forwarding system works on Martindale Creek preceded issuing each train crew with their train operating folder containing their trains, train operating sheet, waybills and attached car cards. The operating session scheduled three locals and a loaded coal train. With their train operating instructions each local train crew set off to deliver and collect the freight cars on their shunting list. In the event the coal train stayed out of the way to give the locals freedom to shunt the stations on the main line.

The layout operated tolerably well. The usual squadron of gremlins transferred for the day from RAAF Pearce to ensure we didn't get bored.

Jim Anderson

Secretary, Division 4

NMRA DIVISION 6 South Australia

The meeting held on a cool April day of the 24th was at the home of Ron Solly who was also acting Div Super for the Day.

Twelve people which included wives of members; new member David Orr and two guests – past members Graham Capper (who rejoined today) and Ron Davey, had a mixed day of some formalities, checking out the layout of the host & some fine nibbles.

Apologies from Al H, Trevor T, Peter K & Peter J. The existing video/DVD library was discussed with the new member David Orr taking on the role - thanks David, who will shortly advise all members of the titles held in this Division.

Ray had a few short words about the Achievement Programme – a couple of members to be visited to score & photograph for various AP certificates.

The new format of the Mainline was mentioned and for those who have read it, thought the format was quite good. (**THANK YOU Ed**) It was also pointed out that with the good exchange rate, the National magazine; Scale Rails is now a lot cheaper by \$17.

The forthcoming ARC elections are looming with a ballot paper due shortly to enable voting for President, Vice President and Secretary. Our Division is still hunting for a new Div Super after the June meeting. Perhaps splitting the functions of what currently is undertaken may assist in this selection.

Some discussion regarding the forthcoming AMRE Exhibition and the role the NMRA is playing ended with Ray B being the local co-ordinator. Sufficient membership interest to be able to cover the 3 days was achieved. The Regional committee will be approached for assistance.

In response to a survey in "what the NMRA means to you" certainly created some debate.

An e-mail from Scott was read out & in general, the ideas were in line with those in attendance. If any member would like a copy of Scott's ideas, please contact Ron.

Perhaps to generate a bit more modelling activities/discussion at future meetings, a set of Topics be created (another form of agenda) so that each member can possibly add to this at each meeting. Even though so much information is available in print/on the Internet, quite often, a hands-on / physical in-your-face display imparts better info so perhaps mini-workshop/clinics be presented at various meetings.

So any member can advise Ron of possible topics



and subjects which can be thrashed out at the next meeting.



The quantity of meetings we have each year is really subject to having more model yak than just a social gab-fest.

The Show and Tell was a bit small this meeting considering it was the ANZAC weekend, Ken H



displayed a 00/H0 statue of a soldier. The remaining modelling time was running a USA E8 loco & some On30 steam units on Ron's UK style layout & various discussions about methods used on his layout.

The raffle for the month was won by Graham C.



Sorry for the lack of information about the photos, but my crystal ball hasn't been working lately. It would have been a shame not to share them with the Region. Ed.



April Report

John and Toni Saxon hosted the April meeting at Saratoga on the NSW Central Coast. The weather was perfect and about 85 members and some of their wives attended.

John's Cedar Valley Railroad ran impeccably all afternoon. A number of local NMRA members assisted him with the running of the layout.



The meeting also included the sale of a large number of items he had collected over many years of model



railroading. Included were locos, rolling stock, building kits, scenery material and sundry items. There was also a layout for sale which sold to one of the members and fetched a good price.

A very short business meeting followed. Items discussed in the meeting were the upcoming election and the 2010 convention.

Gerry Hopkins presented a number of achievement awards. It is great to see that some of the members

are building and progressing their modeling skills. Hopefully this will transpire into some meetings being



held at the members' homes.

As usual Toni excelled herself with the afternoon tea. She was ably assisted by many of the ladies who attended.

I would like to thank John and Toni for opening their home to the members. As always they were the perfect hosts and a great advertisement for any new members.

John Montgomery

Division 7 Superintendent

Photos are of John's Layout taken by Natalie

May Report

The meeting for May was held at the residence of Paul and Kay Marrant in Kilaben Bay which is a suburb of Newcastle. Although the weather was picture perfect Paul could not attend his own meeting because he was in hospital recovering from an operation. John Sterland stood in for Paul and ran his meeting with the help of Ken Scales and Bill Fowler.

His layout which is standard HO Narrow Gauge logging ran very well all afternoon. It was also obvious that Paul has done a lot of scenery work and he has constructed some finely detailed buildings. Some of the scenes on the layout were great depictions of the era that he is modeling. Paul has read many logging books to get the ideas he has incorporated in his layout.

Gerry Hopkins advised the members that he had three achievement awards to hand out but, unfortunately, none of the recipients were present at the meeting.

John Sterland provided an update on the upcoming September Convention in Newcastle. The convention is a one day mix of clinics and workshops where some will be hands on. The convention dinner will be held

on Saturday evening and on Sunday morning there will be a steam train ride followed by layout tours.

Sowerby Smith reminded the members to vote for the upcoming elections for the new committee for the next two years.

Paul's wife Kay, and their and three daughters, organized a wonderful afternoon tea. They were ably assisted by some of the members' wives.

I would like to thank Paul and Kay for opening up

there beautiful home to the NMRA and to all the members who contributed to Paul's meeting and made it a great success.

After the meeting I visited Paul in hospital and found him to be in great spirits. I gave him a report on how much he was missed at the meeting and wished him a speedy recovery.

John Montgomery

Division 7 Superintendent

NMRA DIVISION 9 NSW Mid North Coast

Saturday 17th April saw a large roll up of Club members for the Clubs General Meeting. Some time ago the members decided to move away from the usual monthly General Meeting and instead have it every three months. However the Committee meets monthly and is empowered to make decisions without having to discuss everything with the Members. President Mike Bartlett took the opportunity to pay tribute to two Club members who have died in recent times. Mike praised the interest and skills of both Peter Fletcher and Lionel Cooper whose contributions to the Clubs activities will be sorely missed. It was also an opportunity to express the Members gratitude for the extensive repainting work carried out on the Clubrooms by Greg Spekking. Greg was presented with a special certificate from the Members to show their gratitude.

It was also pleasing to see that five new members have applied for membership and so hopefully the Club will continue to grow. And of course as yet we don't know what extra modelling skills these new members will bring with them.

There was further discussion regarding the Clubs 25 th Anniversary this September. The committee has booked St Marys Hall for the function and it will be catered for by the Church Ladies Committee we believe. There was discussion in regard to the work proceeding on the new Digital layout {Somerton} Members are busily creating the

area of scenery around the Coal Mine at this time. This is being made more realistic by the use of genuine coal dust in the Mine area, this has been kindly supplied by Gordon Robbie who actually works at a Mine in the Singleton area. Also Kevin Garland is creating the scenery to enhance the road bridge which crosses the line near Somerton Station.

The N Scale layout is working well, this layout is the province of Greg Spekking as the Clubs N Scale enthusiast. Whilst David Porter has Wingham well and truly under control. Davids collection of Australian locos and rolling stock is impressive to say the least. Manning which is the Clubs oldest layout at 20 years old is still working well, however it is getting to the point of needing some general upgrading work. This will be completed in due course over the next few months.

Cameron Potts indicated that he wants to conduct another Weathering workshop in the near future following on the popularity and interest shown at the last one.

Ted Wheeler
Publicity Officer



A set of four photographs combined to form a panorama of the railway trestle at Incitec, Boolaroo just prior to its demolition in 2009.

Photo by Geoff Horne

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