

Maine Line

Spring 2010
Volume 27 No3

National Model Railroad
Association Inc.
Australasian Region



Features:

SP Shasta Division - CHATSWOOD BRANCH

Rail Research and Testing Facility - US

Book Review

Operations Unlimited

NSW Diesels in Review

Track Laying - inserting turnouts

Registered as Australia Post Publications # PP241613/00080



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*AC4 4100 goes for a spin at Eugene on the SP Shasta Div. CHATSWOOD BRANCH
Photo by Sowerby Smith*



Contents

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:

* Summer 2010 19th Nov

* Autumn 2011 11th Feb

‘The Editor’

Mainline

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Macquarie Hills, NSW 2285

Email: editor@nmra.org.au

Advertising: The NMRA Australasian

Region welcomes any proposals for

advertising. All advertising enquiries

should be directed in the first instance to:

editor@nmra.org.au

Mainline reserves the right to refuse or drop
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Advertising in Mainline in no way
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Advancing the global model railroading
community through, advocacy, standards,
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Photo Credits

Front Cover: Photo by Sowerby Smith
Train SP 2-10-4
SP Shasta Div. Chatswood Branch

Centrefold: Photos by Sowerby Smith

Left Page:

TOP: Sowerby Smith

BOTTOM: 3 SD9's on the Webb Coal
Branch

Right Page :

TOP: Camp 45

Bottom: AC1 4100 at Pickering

Back Cover: Photos by Sowerby Smith

TOP: Daylight crosses the Katie Gorge Bridge
SP Shasta Div. Chatswood Branch

BOTTOM: Waiting for the train at Eugene.
SP Shasta Div. Chatswood Branch



The Computer Keyboard

with

Editor - Geoff Horne

BOOK REVIEW

Another title has been added to the 'Mastering Model Railroading' series of 'How To' books produced by BHI Publications in US, however this one will

have a special appeal to the modellers in Australia because the author is non other than Laurie McLean MMR.

Laurie's successful tinkering with LEDs in particular is the focus on this book and I have personally found it very informative and would even recommend it to a novice model builder and they would no doubt be confident in tackling one or more of the featured projects. He is most certainly considered a frontrunner when working with sub miniature LEDs and their uses to bring a layout to life.

At a size of B5 (approximately 1/2 A4) and spiral bound, your first reaction may be that at a retail price in US of \$19.99 it is a little expensive, BUT, I would consider it being like purchasing a power tool in that

it only has to do the job once for it to have paid for itself. I am not saying that you would only use this book once, because it is perfect to refer back to when trying your own projects. The size also makes it perfect to be added to your work-bench so that it is ready for you to refer to at any time.

Laurie has done a wonderful job of describing the projects and I am looking forward at having a go at something such as adding a signal lantern to a brakeman as is shown on page 33.

It is amazing what the adding of any lighting to your layout will have, not only for your self appreciation, but also when your visitors walk in and see them for the first time.

The projects feature the use of SMD (surface mount diode) which are now readily available as small as 1mm x 0.4mm x 0.4mm.

The techniques that Laurie describes so well are truly inspiring and I now have to look at adding some lights to some buildings – *when I get some time!!*

This book is to be recommended and can be purchased by contacting in the first instance, BHI Publications at www.bhipubs.com.

Geoff H

MASTERING MODEL RAILROADING
GETTING THE RESULTS YOU WANT

Lighting with Surface Mount LEDs
by Laurie McLean, MMR

Blackstone's
HO n3
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Class 5 Caboose
with working
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(including info to use
with any caboose)

Brakeman with
Signal Lantern &
Kerosene Lamps

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with open door
and lit interior

Lighting for
streets &
buildings

Easy to make testing equipment and other projects too.

Electronics & Animation - Volume 1



From the CAB

with
David Howarth - President NMRA AR

Northern Rivers	16	2%
Mid North Coast	48	7%
Overseas	5	1%
Total	671	100%

Report August 2010

This is my first report as President following the recent elections. Thank you to all those members who exercised their democratic right to vote. A good percentage of members took this opportunity and this bodes well for the Association. We held our first Committee meeting in June and I am happy to report we have a great and cooperative group on the Committee, who will serve this Region well.

As is usual we have listed all the new Committee Members on the inside front cover of this magazine, together with Divisional Superintendents and Region Volunteers, whose great work is appreciated by the membership.

The picture on the masthead shows me at the controls of a GP40-2 at the Transportation Technology Centre (TTC) at Pueblo, Colorado, where I drove the locomotive around the 22 kilometer Railroad Test Track, that can accommodate maximum speeds of up to 165mph (267 km/h). I have added a photo of the outside of the locomotive. This paint scheme is based on the US bicentennial celebrations of 1776. The Chief Mechanical Officer of the Seaboard Coast Line was the father of one of the TTC vice presidents. When TTC was looking for a paint scheme, the Seaboard scheme was offered and accepted.

Our Editor is always looking for material for MainLine and is always happy to receive information such as the above describing prototypical railroad experiences which you have had.

I was looking at the membership numbers produced by our Membership Volunteer Denise Bennett. I have summarized them below:

Queensland	195	29%
Australian Capital Territory	32	5%
Victoria/Tasmania	62	9%
Western Australia	15	2%
New Zealand	29	4%
South Australia	24	4%
New South Wales	245	37%

Roughly, half our membership is in NSW, with Queensland showing spectacular growth under Glenn Stevens' stewardship to reach 29% of our 671 members, which includes ordinary and family members. One of my platform statement goals was to retain and grow our membership. Your help to encourage retention of membership and new members to join is encouraged.

I have accepted an invitation from Mike Bartlett, our Division 9 Superintendent, to join them in September for the 25th Anniversary of the Tarree Club. Another of my goals is to visit divisions outside of Sydney as often as I can to help understand the wishes of our membership concerning our activities.

If you had some spare cash to help support the NMRA on the worthwhile task of digitizing our whole photo library in the United States, visit www.nmra.org/diamondclub to help in this process.

I end on a positive note. On going to the Epping Model Railway Exhibition on Sunday 13 June 2010 at their new location at the Brickpit Exhibition Centre in the northern suburbs of Sydney, I was struck by the large number of young families who attended. It reminded me of myself at 30 years of age attending the Old Town Hall in Sydney, and being hooked at seeing O Scale brass kits being assembled at a demonstration stand. I have been modeling O Scale ever since. It shows that everyone who puts time in to exhibiting helps the hobby become stronger.

Until next time,

David



Divisional Calendar Information

Division 1 – Queensland

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 Viv Bryce for details: div2sup@nmra.org.au

18th Sep “ : Rob Anderson
23rd Oct “ : John Gillies
20th Nov “ : David O’Hearn
11th 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

11th Sep “ Rockingham & Cockburn Clubs / VISIT (*not yet confirmed*)
25/26th Sep “ Hotham Valley / Trip (*Ladies most welcome*)
31st Oct “ Bob Kollwyn / Meeting/Run
28th Nov “ Allan Perry / Meeting/Clinic/Run (*not yet confirmed*)
27th Dec (Mon)” Peter Scarfe / Christmas Meeting

September Saturday 11th 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 Div Super 0414702744 or email:div6sup@nmra.org.au

25th Sep “ : Geoff Chatwin (Venue - Aldgate Railway Station)
23rd Oct “ : Scott Taylor
13th Nov “ : Cancelled
4th Dec “ : Ray Brownbill **XMAS BBQ**

Division 7 – New South Wales

16th Oct “ : The Western Line - 12.00am to 4.00pm , 747 Kelso-Tarana Road, BREWONGLE. near Bathurst
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

Report from the PACIFIC DISTRICT DIRECTOR

It was a very intense Annual Board of Director's (BOD) meeting, held on 8th to 10th July. Our first order of business was to appoint a new Vice President replacing Allen Pollock. After extended deliberations, the BOD decided to appoint two Vice Presidents, with Dave Thornton becoming Vice President – Administration and Bill Kaufman becoming Vice President – Special Projects. This is not seen as a permanent arrangement and will be reviewed before the next election for the Vice President. If the approach is deemed successful, then regulations maybe changed to make this a permanent arrangement.



NMRA Rebranding

As you would know, 2010 is the NMRA's 75th Anniversary year. The BOD is charged with ensuring that there is another 75 years for our organisation.

As some background, the NMRA was a

growing organisation until a few years back with more than 25k members. Currently we have around 19K, and seem to have plateaued at that level. Our demographics have also been showing that the average age of the organisation is continuously increasing, with an average age now above 65. Further, members of the hobby in the US have looked at NMRA members as "Vesties"¹ and the old boys club. There are a lot of reasons for this that can be debated forever, but the bottom line is that we are seen as an aging and stagnant organisation. The objective of the BOD has been to revitalise the organisation.

Consequently, we are endeavouring to make the organisation more relevant to the 40 year olds, rather than 60+ year olds. Now you may not like the new

logo, and there have been a lot of comments both positive and negative about it. But the idea of having a steam driving wheel and a wrench as our logo has very little relevance to many under 40s. Indeed, most would not have seen a steam locomotive in active service.

For this reason, and to make the organisation more relevant to a new generation of members, it was believed that now, in our 75th Anniversary year, it was time for an image change. We now have a steel wheel on steel rail – an image that is timeless in railroading.

Just changing the logo will not effect the change required in our image. There is a focus for offerings to become more net savvy, more modern, and we must become more relevant to the "now" generation and the general model railway hobbyist. The new branding is one of the steps in this process.

Along with the new logo, the website is being enhanced; there will be a member's only section where we can get more information, such as data sheets. We have a Communications Director that is getting the news out to members on a timely basis. Other exciting project include the international divisions, revisiting and understanding the costs and process for electronic delivery of the *NMRA Magazine*, the new name and image of *Scale Rails*.

You may not like the logo, but I ask you all to look at this as the first step on a very positive change to our organisation. This is almost a one shot chance, if the new image and the new initiatives don't work, the NMRA may not see out the next 75 years.

Scanning Project

Steven Priest of White River (editor of *NMRA Magazine*) demonstrated to the BOD the process and progress of the library scanning project. This is an exciting project as it is planned that all photos and drawings in the NMRA Kalmbach Library will be

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digitized. The images will be available for purchase and download from an NMRA website. Costs will be around US\$2 to \$10-\$15 per article/image to members. The cost will be dependent on the size of the document being downloaded. The download costs will be dearer for non-members.

This will give all members equal access to the library and will make it easier, and quicker to research and find information. The intention is to make this a self funding project. In other words, the sales revenue will be used to scan more images.

There is a similar website run by the same group, for the Santa Fe Historical Society archives. Take a look, it is impressive - www.atsfry.com. The NMRA site will be similar, but with our branding.

The planned release date is Jan 2011.

Appointments and Changes

The first change was the unexpected resignation of Kevin Feeney, the CFO/Treasurer. Kevin will be replaced by Frank Koch.

Tom Draper is retiring from the position of NTS

Manager, to be replaced by Jim Lupfer (Jim, or "Lumpy" attended our 25th Region Convention).

Henry Jordan, Meeting and Train Shows Manager is also retiring, to be replaced by Bob Amsler, the NMRA Legal Counsel. Bob will continue in both roles.

Bob was a valuable member of the recent BOD Convention Committee which I chaired. He helped formulate the many recommendations that were made and I am sure that we can look forward to many positive changes in the National Convention and National Train Show over the next few years.

Best Regards

Peter Jensen
Pacific District Director

(Footnotes)

¹ A "Vestie" is someone who wears a vest, usually denim, covered by pins and patches. There is also the obligatory engineer's hat.

A Travel Special

The World's Leading Rail Research and Testing Facility

by David Howarth

As a Director of ARTC, I was invited to visit the Transportation Technology Centre (TTC) at Pueblo Colorado. The Association of American Railroads, under a contract with the Federal Railroad Administration, operates this Centre.

Located on a 150 square kilometers site some 40 minutes drive east of the City of Pueblo, I certainly found myself in "Big Sky" country. The terrain is flat scrubland, and it takes twenty minutes to drive from the boundary of the site to the Centre's Office Complex.

Over 77 kilometers of railroad track are available at TTC for testing locomotives, vehicles, track components, and signaling devices. These specialized tracks are used to evaluate vehicles stability, safety, endurance, reliability, and ride comfort without the interferences, delays and safety issues encountered in revenue service testing.

The main reason for my visit was to see first hand the work being undertaken at the Centre relating to Vital Positive Train Control. In Australia on the main line freight interstate system, a proving study has just commenced for the development of a similar system.

The system will have locomotives fitted with equipment, which will enable a Controller in a Control Center many kilometers away, to provide instructions to the



driver, via a national telecommunications system. GPS satellites will determine where the locomotive is located. Instructions will tell the driver what speed to travel, and what route to take. Information can be given as to what activities may be ahead on the track, such as speed restrictions due to maintenance work. Turnouts can also be remotely controlled.

It will be a "Vital" system in that it will be fail safe from a signaling perspective. If, for instance, the driver fails to stop at a red signal, the system will bring the train to a halt. In the future line side signals may be able to be eliminated, with a corresponding substantial cost saving.

At TTC I was able to see on a screen at the Centre's Office Complex, the position of a locomotive moving on the test track. I also saw the commencement of

installing equipment in a line side hut to control their first turnout in their proving tests.

continued on page 10

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VISA

MASTERCARD

The TTC is of interest to prototype followers and modelers. I will illustrate this by a series of captioned

photographs below:

David Howarth



This is a view from the non-driver's side on an unusually wet day. The overhead catenary is used when testing high speed electric trains. "Big sky" country.



How about painting a Department of Transportation caboose? Note DOTX marking and the number 2001 used again signifying when it was obtained. The caboose is full of technical measuring gear. Note the surrounding Big sky again.



This is no joke. In the heat osummer, the site is full of snakes but they keep away from humans and the infrastructure. The site is also a nature reserve and the test trains have to look out for deer and the like.



I was asked if I would like to drive the 3000 hp locomotive. A silly question! We got up to 89 mph on the 22 kilometer track. The loco is geared to go to 105 mph to coverigh-speed test work.



These well-worn lcomotives are provided by the class 1 railroads. They are used to pull heavy trains on the four kilometer High Tonnage Loop (HTL). Test train operations are designed to accumulate 1 million gross ton traffic density per day at a maximum operating speed of 40mph (64 km/h). The HTL is used for research on track component reliability, wear and fatigue.

I was using the dynamic brakes to slow the loco, which you can see is down to 71.5 mph. The lever to accelerate through the eight "notches" is the one above my left hand pointing towards me at "notch eight" position. To slow the locomotive, the lever is pushed forward all the way to "Idle". Then the lever above it is then pushed to the "brake" position, and the same lever used to accelerate the loco, is used to increase dynamic braking. The lever is now in the full "notch eight" dynamic brake position.

I was amazed at the momentum of the loco which was running "light" It took a lot of dynamic braking before we could get down to a speed at which the wheel brakes could be used. The screen to the top left of the photograph is the one, which will give instructions to the driver when the Vital Positive Train Control is operational.

The record for one night was 140 laps of the track. They do the testing at night, as the heat of the day tends to end with broken rail with such intense loadings.

All results of this type of research are shared with the participating railroads.

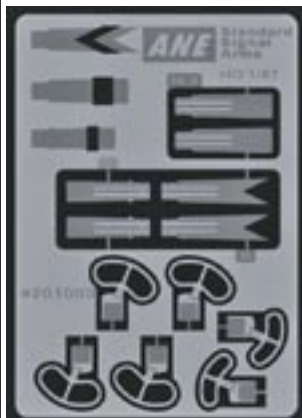
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EXTRA 2011 WEST

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2011 NMRA CONVENTION SACRAMENTO, CA

Operations (UN) Limited

by Denis Lane

About two years ago I had more or less completed my garage sized coal hauling/general freight/passenger model railroad set in the Appalachians of West Virginia, the Westridge Railroad. I had always been interested in operating the layout using card forwarding and timetables, etc, so about twelve months ago, I started filling in the Micro Mart four cycle cards for every car on the layout. Coming up with loads for box cars can be a lot of fun and directing them to the various industries around or off the layout with appropriate loads from logical shippers can be a bit taxing, as my knowledge of where everything comes from in the USA is rather limited. So, armed with the map of railroads that existed in the 60's, I plotted the possible path of a car's trip on the top of each car's card.

Having completed that task, I set about organising a Train Sheet as described by Bill Darnaby in the January 1993 Model Railroader. I was ably assisted in this task by a friend of mine, Jim Payne, who had previously helped design the operations graph used by the UP Club in Brisbane. Organising the Train Sheet took several attempts as I was trying to fit thirty train movements into a two and a half hour operating session, using four train operators, a dispatcher, and one or two main yard operators. When the main chart had been completed, trains were taken off the main sheet one at a time and moved to each train operator's sheet (Cab 1, Cab 2, etc). All looked good at this stage.

A Dispatcher's Panel was also set up at this time, again with equipment obtained from Micro Mart, with train no's made and placed on the supplied magnetic strips. As most of the potential operators around here are retired, it was decided we would go for Tuesday mornings as The Operating Day. Subsequently, about two months ago, as all the necessary trains had been made up, and placed in the correct starting positions, we met at my place at 8.30 am and the starting whistle was blown.

What a disaster! As we only had three operators, with me doing double duty on a cab and switching the yard at Garvey Junction at the same time, things moved along very slowly. This was caused by two main problems: the operators had never used the cards before and were unfamiliar with both the various industries on the layout, and also where the cars they were picking up (if they should be picking them up in the first place) were actually going. And all this in spite of the fact I thought I had marked everything around the layout very clearly. It all made sense to me but you would expect that as it is my layout. Needless to say we achieved very little that day as I was constantly being consulted by the other operators as well as trying to do my own jobs.

I sat down with Jim that Thursday evening and we decided to simplify operations on the layout and take the pressure off everyone. Points of entry for cars onto the layout such as Cumberland and Durbin meant nothing to the operators, so these were changed to



Glenn switches Atomic Coal at Edenvale

*Jim Payne gets ready to depart at 'Garvey Junction'
with the Edenvale Turn*



actual towns or points (storage tracks) to which they could relate. The cards for each car were altered in this way. Also we decided to reduce the number of trains to be run during each session. We prioritised these with the coalies, both empty and loaded, retained, as were the peddlers to and from each major town. A Turn to and from the paper mill was deemed to be vital, and a couple of down and up passenger trains were also retained as they are always fun to run and gives the operators a break from card controlled trains. Something else I noticed. After spending all that time routing the cars across the USA and loading them with goods various from Shippers Anon, none of the operators read them. All they were interested in was - where do they go, and where do I spot them? To all intents and purposes, they really could be filled with air. So much for my imagination! Through all this, it was realised that the actual time taken to run a train was much longer than I had envisaged.

It was decided to give the timetable a miss at this stage, and we went instead for a train sequence sheet. Job descriptions for each train were made up and changed and expanded as needs arose. These were placed in train order, with the next train being picked up by an operator as the previous train was completed. Changes were also made to this sequence when it became obvious that a certain train should arrive earlier. Inbuilt flexibility in operations for sure. As we smoothed the kinks and wrinkles out of the system, I started adding more challenges, such as empty car requests, etc. These have been incorporated into the train running as our experience and knowledge of the layout grows. Who knows, in a few months we could be running all the current trains plus the deleted ones. Start slow then grow seems to be the word.

The good thing about using a train sequence is that

it doesn't matter if only two people are present for a running session, or, as has happened on one occasion, five of us are present - you can still operate the layout. When only two are present, we switch the yard ourselves, and tend to get through the programme in only a little more time than three or four operators are likely to do. Probably, fewer people to get in each other's way.

After a full operating session it takes me about three hours to reposition the loaded and empty coalies, and change the cards of everything else on the layout as well as repositioning various trains, a bit like running the layout in reverse. The thing that has amazed me is the fun that everyone is getting out of operation. Occasionally, I have sidled up to Glenn Stevens or Graham Emery and offered some suggestions on how they could do something another way, or to make sure they don't forget something, and I have been told in no uncertain terms to go away, that they are learning the layout by themselves, and that they will ask me for information and / or advice when they want it. Enough said.

Finally, the fun we are having operating the WRR has far outweighed the work it took to set it all up, and to have a keen body of friends who turn up every Tuesday and who really look forward to the operating session is, to say the least, quite elating. To those of you out there who currently enjoy operating their own, or other peoples layouts, you will know what I am talking about, and for the other model railroaders who are contemplating giving operation a try, keep it simple to start and, as your experience and that of your operators grows, you can add more challenges.

Have Fun.

Denis Lane

SP Shasta Division - *Chatswood Branch.*

By Sowerby Smith

I am not a prolific layout builder. This is my third layout since I was a teenager in the UK. My first layout was an 8'x4' over bed layout using Hornby 00 3 rail. The second was started in 1977 in our town house in Drummoyne NSW and was in N Scale 4' x 2', so, when we needed a bigger house due to the family growing, a train room was number one priority. The look on the agents faces when the specs were a 'train room' and by the way at least 3 bedrooms please. Eventually, we found the house and it had a converted garage on the lower floor.

Originally, the layout started out as a multi level oval. After ducking under the layout to get in the middle for a couple of years, my knees were gone, so I changed it to be a large folded dog bone with a branch leading off and walk in accesses. More like squeeze in access due to a rather narrow room. A further expansion followed after an almost complete rebuilding of the house around the layout in 1987 to its present form of a folded dog bone with branch to a return loop. As I wanted mountain railroading to allow for spectacular scenery, Northern California - Southern Oregon fitted the location nicely.

Steady progress was made with scenery as the layout progressed with an initial pass to fix the land forms and later a detailed working over. Much of the layout has fairly basic scenery, with the viewer's eye directed to more detailed scenes. I have tried to finish each section before proceeding with next so I never became overwhelmed with the task. Layout construction taking place in fits and starts with long stops in between.

DC Cab control was originally installed and when command control came along I adopted Zero One from Hornby. Its revolutionary digital control and affordable price along with small receivers prompted the choice. I ran Zero 1 as just another cab with almost no changes to the layout wiring. After using Zero 1 for 14 years and with the system no longer being manufactured it had also become less reliable

and with only 16 loco addresses available, I pulled it out of the locos and reverted to all standard DC Cabs. The 24 blocks remain to this day and eventually 4 years ago I reconverted to DCC. I now use the MRC Prodigy II system with 2 normal tethered throttles and 2 radio throttles. To my surprise, the basic 3.5 amp system is adequate for the size of layout i.e. 40' x 11'. Decoders now are from various manufactures and a small number of the steam locos have sound decoders installed. Some of my brass and MDC locos are on their 4th life i.e. DC, Zero One, DC and now DCC. Not only am I slow to build but also thrifty in my loco acquisitions, almost never disposing of anything.

I have tried to stay as close as possible to my time frame of early 1950. There are exceptions, with a couple of locos that were either scrapped by then, or rebuilt with Skyline casings. Nearly all of the rolling stock is appropriate to the period. I do have a couple of more modern pieces received as gifts and they get a run occasionally as do locos belonging to friends when they come to visit.

With the scenery I have tried to capture the intensity



Donkey Engine at Camp 45

of colour one sees in Northern California in late spring. Unlike the muted olive tones of the Sydney region, the pine trees in spring explode with colour. None of the layout is modelled on prototype

locations however, the names are appropriated



to give a sense of place and the general feel of the scenery is appropriate to the region. The return loop in the storeroom represents Portland in Oregon and the lower hidden staging represents Roseville in California. My railroad represents the bit in between.

After attending the Portland NMRA convention in 1994, I returned with a couple of pieces of logging gear i.e. a spar tree loader and donkey engine so in one of my expansion phases I added a logging spur loosely based on Camp 45. It only took about 5 years to get that bit done!

The technology or lack of it. Most of the layout is supported on L girder framework with the road-bed made from 3/4 inch furniture grade plywood. 'Yes' it is horridly expensive but beats the hell out of any other sub strait I have used. 7 months rebuilding the house during the wettest period for 30 years proved its worth and not a bit of it warped even though most of it was soaking wet for 7 months. Small areas have construction ply as the base and they warp and there is some staging supported on 19mm MDF. Horrid stuff, but adequate if kept dry and well braced and the bits are not too narrow. Scenery is hard shell supported on cardboard lattice hot glued together and newspaper dipped in

Hold onto your hat as the Dunsmure tank train speeds past

casting plaster for the shell. Rockwork varies with the oldest parts from silver foil moulds and carved as they dried to add strata. All of the later rockwork is made using latex moulds. The plaster filled mould applied to the scenery base just as it started to set. Ground cover starts with dilute earth colour paint, sifted garden soil, ground foam from various manufactures and the usual foliage materials from Woodland



Street scene Eugene



Dave Frairy's book as was the back scene with most of it hand painted by me. All mainline points are route switched using solenoid switch machines controlled via diode matrices and with later sections using Le Marco Switch machines. Almost all the points are live frog. Wiring is still set up for full cab control but I use DDC exclusively. , just feeding the DCC to the layout as if it were a DC cab. I am sceptical about the term DCC friendly I feel there is only good wiring not a special DCC type. If I was to do it all again using DCC from the start I would definitely use blocks probably with auto breakers.

Where to in the future? More operation though I will never be an operating fanatic. More staging when I get round to it and I promise to remove 40% of the locos and rolling stock to the storage cupboard, eventually!

Sowerby Smith

Scenics and Heki. Trees are a mixture of a few kits, some twigs from the garden with foliage material attached and a lot of pine trees using the twisted wire and bottle brush armatures before covering with assorted foam foliage. Rockwork was stained using artists acrylic. All classic scenery techniques follow







NSW Diesels in Review

by Gerry Hopkins MMR

Part Three in this series looks at the “Diesels” on Australian 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 and looking for NMRA Conformance.

At the time of writing there are considered to be two groups of RTR locos, these are “Entry Level” and “Model Locos”. Currently the entry level consists of Powerline and Lima while the “Models” are Auscision, Austrains, and Train-O-Rama.

First a quick word about the entry level toys. The locos are powered by a single truck that has the vertical pancake motor and 3 rubber tyres down one side. The pickup is very poor and they all have cookie cutter flanges. Due to the oversize flanges, I cannot test run these on my layout – they ride the sleepers. The body work on most of them is quite good and there are a number of replacement chassis available.

Auscision



The *EL, A, B, & C classes* are all very well made models, they run well, have plenty of detail and are easy to add a decoder or sound decoder. With a decoder all the lights can be re-mapped to work correctly. The only thing you have to do with these models is re-gauge the wheel sets to the correct gauge.

Some of the locos have the correct coupler but others have the plastic imitation that needs replacing. If the coupler has a spring on the side then it is OK. Only replace the ones with the plastic whisker.



Austrains

The T class is primarily a switcher and is a very well made loco. It is smooth and quiet in operation although a little fast. When you fit a decoder you will need to remove all the junk attached to the motor.



It is there to comply with European interference requirements. Once you remove these parts you will not be able to take it on holidays with you when you go to Europe.

The loco is fitted with incandescent lamps so it is best to replace these with LEDs. The lamp can be on when stationary and the heat can damage the plastic bodywork. When I fit a TCS T1, I remove all the boards and hardwire the decoder to the loco and add the LEDs. For sound the Micro Tsunami will fit but you will have to fit the speaker with its enclosure up into the cab. There are 2 possible sounds the EMD 567 for locos below T366 and the EMD 645 for the rest.

CLP, DL, NR (latest run)

These locos have the latest chassis and run very well. Some thought of DCC has gone into the design but very little thought towards sound. As with all locos coming out of China, the wheels have to be regauged to the correct dimensions – if you get a loco with 3 wheel sets the same gauge – go buy a lottery ticket.



There are a number of light options in DC (there are switches under the fuel tank for this) and these can be improved with a four or six function decoder. The available lights depend on the road number of the loco.

The new NR also has one of the new, efficient motors and takes less room inside the loco. Once you

remove the switches in the tank it makes a perfect enclosure for a 20mm x 35mm speaker!

80xx, NR (early model)



The early runs of these locos had truck mounted couplers. There are small add-on parts available to convert to body mount Kadee Couplers and they do make a big difference to the appearance of the loco. They are powered by the very reliable Athearn motor and will run well for many years.

The body does not have the “added” detail of later models but handrails etc. can be added by the owner. Fitting a non-sound decoder to these locos is straight forward but fitting sound takes experience.

Train-O-Rama

The 44xx was the introduction of this brand on the Australian market. Unlike its predecessors, it had been given a lot of thought as to the installation of decoders and sound decoders - it comes with 2 x 8ohm speakers already fitted.

It is powered by one of the new range of motors and is very smooth at all speeds. It is well detailed and the details “match” the paint scheme and the period.



The down side – it has lamps instead of LEDs for the lighting. The front end has 2 lamps - one for the headlight and one for the number boards. The painted number does not allow the light to show through the numbers so it can be removed. If you are good with soldering there is plenty of opportunity for adding working marker lights that can change from white to red as the direction is changed. I would use Surface Mount LEDs and resistors and possibly a little bit of fibre optics.



I believe this loco is the first Australian Loco to have etched, see through grills. When handling this loco be careful not to damage or loose the steps under the doors.

Just a light weathering brings out all the detail that has been applied to this model. The 930 (S.A.R) versions have the staff exchangers on opposite side but otherwise they are internally alike.

47xx & 49xx



The 47 and the 49 are outwardly similar but inside the 49 is the more advanced. The 47 has a single bulb at each end that need replacing when adding a decoder. A 3mm golden white LED at each end would be perfect.

The 49 however has a light board at each end with a number of surface mounted LEDs to give you a headlight 2 x white marker lights and 2 x red marker lights. The wires have the correct colour codes so adding a decoder is straight forward, but remember to add a resistor for each function. A 1k resistor is always a good start and in most case is all you will ever need.

The mechanism is smooth and quiet and the loco pulls well for a loco of its size. The loco has delicate hand rails at each end and care when handling the loco is a must.

S Class (VR) & 42 Class (NSW)



The chassis on these locos is the same, just different bodies. They are painted and detailed to match each prototype, including the correct detail for the paint scheme and era. The locos have surface mount LEDs for lighting. The light boards can be modified very easily when adding a decoder. On the

above loco the marker lights and headlight can be controlled separately.



Red markers have been added to the back of this 42 and can be switched separately to the backup light, these can red/white if required, working windscreen wipers will come later.

These locos are smooth and quiet in operation and look really good hauling a passenger or goods train.

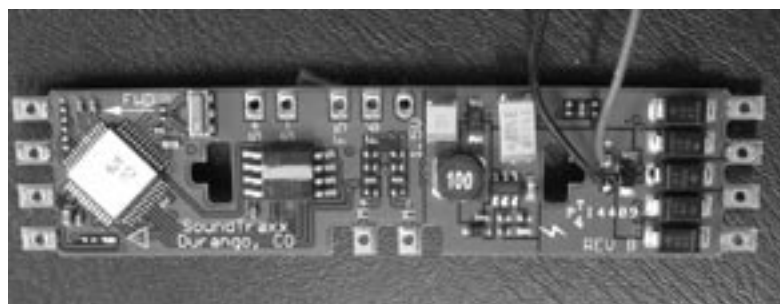
Overview

All these locos ran very well after a little work. This work meant adding Kadee Couplers. The smaller #58 looks much better than the #5 on Australian locos. All the locos were regauged to NMRA standards. In some cases it was difficult to find two wheel sets the same on a single loco. This is not a major problem for most modellers as they still use code 100 track and commercial points (turnouts), BUT, there is now a trend to hand laid points using code 70 or code 55 track. Fortunately the wheels are easy to regauge.

Every one of these locos has all wheel pick and will run reliably on most track. Most of the track in these photos is code 55.

Although a number of models came close, none fully conformed to wire colour code standards but anyone adding a decoder would find all the uncoloured wires obvious. The locos are as good as any overseas locos and in some case better than a lot of them.

All the locos have a light board mounted above or near the motor. The wires are connected to tabs on the board and held in place by small plastic “clamps”. If you intend to keep the board and just plug in a non-sound decoder then consider removing the plastic “clamps” and soldering the wire to the board.



If you are fitting the QSI or Tsunami board then solder to the tabs on these boards. Both the companies make a “replacement” board that has the same connections as the light board



I personally remove all light bulbs and replace them with LEDs. On DCC the light can be left on when the loco is standing and in a few cases can damage the body shell. When you replace the light board and

the lamps remember to fit a ¼ watt resistor, at 1k0 or 1k6 ohms and you will never have to replace the LED again.

Gerry H

To Cut or NOT to CUT That IS the question?



by Geoff Horne

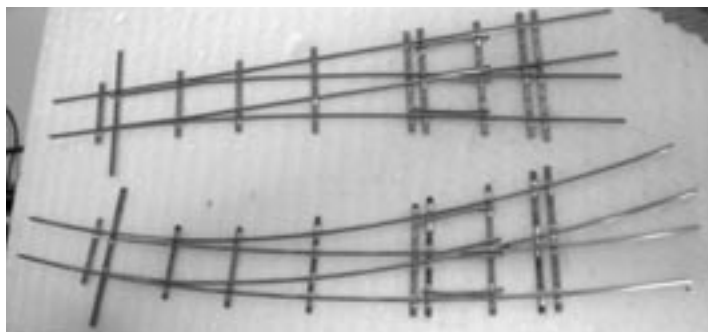
If you think that this is a story by Shakespear, I am sorry to tell you that he wasn't a railway modeller.

I would liken cutting into a nice flowing track curve with a Dremel tool to jumping out of a perfectly good aeroplane - why do it?

I began this layout in my garage about two years ago after selling all of the track and assorted bits and pieces of my Garden Railway. I think that my wife was quite pleased because the one in the garage disappears when the doors are shut. As long as the car fits (just) she seems happy.

Health then caused a hick-up but, in the past three or four months I have taken on the challenge of trying to get it all to a more finished stage. It was during the "what was I up too?" stage that I thought "what was I thinking putting that there?". That area is screaming out for a curved turnout and a passing siding.

Out came the Fast Tracks jig and about two hours later I had a finished turnouts ready to insert. Cutting into rail has never been a problem for me, but, cutting into a nice loco or wagon is a little daunting.



Thoughts then changed a little and I thought that it has been quite some time since I handlayed some HO track and the parts required were on hand, so, WHY NOT?

A trial fit made it clear that a slight radius change would be required, but no problem there.



After the cut (measure twice cut once) the hole looked a trifle large, but the worries were unfounded.



A passing siding always needs another turnout so that one went in quite easily and sleepers / ties were glued into place. Craft match sticks are just right.



Jumping ahead a little to save space, I glued the ties into place and sprayed the rail with Floquil Rust and then coated the bottom of each piece of rail with contact glue and set aside to dry for 24 hours. Those of you who attended the Newcastle Convention could have attended my workshop on this style of track

laying. It is not new, but, the practice has fallen by the wayside in past decades. I am now up to laying the rail up to the curved set which has been inserted.



The track is placed on the ties and with the use of track gauges to maintain the correct gauge, the rail is heated (not too much - comes with practice) with a soldering iron which melts the glue into the timber ties and after a few seconds to cool, you have a secure track.



If your layout is going on the road to exhibitions, I would suggest that you replace every tenth tie with a PCB tie and solder them into place. ***Make sure that you cut the copper so as not to end up with a nasty short circuit.***



After a few days of allowing the glue to dry properly under the ties, I now stained them with my favourite colour. The stain that you use **MUST** be fast drying so that it will not soften the glue under the ties and allow them to lift.

Isopropyl Alcohol is the commonly used base with colouring added. If you are making your own stain, I would suggest that you start off on samples and remember that as it dries completely, the colour will

get lighter.

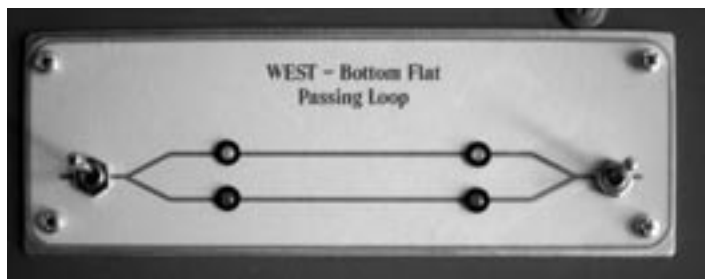
The colour is similar to that of the mainline, but being a siding, it gives you an excuse to detail it with more dirt and dust and the occasional clump of weeds.



The positioning of the curved turnout made it very difficult to install the motor (SmartSwitch) so I simply mounted it on the top of the board and had the brass control wire running through a brass tube which will not be seen anyway because the tunnel mouth will hopefully hide this (this is the plan).



To finish the installation of this siding, it only required a small control panel on the fascia of the layout.



If I can help fill in the blanks in this quick description, don't hesitate to contact me and ask. I will only be too pleased to help you out if I can.

This procedure is stress free and gets better with practice. *Of course you can simply use flex-track if you are not confident or if time is a problem.* Try sometime, I am sure will enjoy it.

Geoff Horne

Australasian Divisional Reports

NMRA DIVISION 2 (ACT)

MAY

Our May meeting with 14 of us at Viv Brice's place began with the presentation of the Hopkins/Bone Award for 2009 to Peter Dinham for the most significant advances in modelling during the year.

John Prattis was too busy on his layout shed to attend the meeting, but sent word that the concrete slab had been poured for the 6 x 9 metre shed, the structure was now up and the wiring is to be next.

Our host Viv treated us to a PowerPoint presentation of some of the interesting and unusual features of USA railroading in the steam era prior to 1960, intriguing his audience with photos of such things as PRR tugs and other watercraft in the PRR fleet, the circular CNJ freight-house in the New York Bronx, and other oddities (to Australian eyes anyway). See <http://www.bronx-terminal.com/?p=5>

At first glance this freight-house resembled a locomotive round-house, with the big difference that no railway tracks went inside the circumference of the building. Instead, one single track ran around the periphery in an extremely tight curve. The only vehicles with access to the open centre of this doughnut shaped building were trucks for delivery and removal of stores by road. The aim of this design was to save space in a crowded railway yard, with the freight-house tucked into a convenient corner. This advantage did not go unnoticed amongst an audience of modellers with space problems.

We adjourned to Viv's layout shed where there was much to admire. The spacious engineers' lounge with its décor and its comfortable furniture makes a great impression on the visitor on entry. Viv's PRR steam era HO layout demonstrated the effectiveness of the two video cameras in the concealed staging yard. He has mounted a camera looking along the illuminated yard from each end. Their images are projected side-by-side (or one at a time, on demand) on the monitor screen up on the wall. Very effective - and readily available at Dick Smith stores.

Viv's and Sylvie's daughter-in-law sought to join us for the delicious afternoon tea, but was a minute or two late entering the room and found the highly experienced competition somewhat heavier than she had bargained on. Young and fit, she'll be faster out of the blocks next year.

JUNE

We were at Peter Dinham's place for our June meeting. Our Divisional Superintendent, Jess Brisbane, announced that she would not be seeking re-election and that a new Divisional Superintendent therefore needed to be elected at either this meeting or the next one. Unfortunately today's attendance was below 10, which somewhat reduced the available field. But Jess bravely called for a volunteer anyway. Dead silence. Very dead silence. A few surreptitious sideways glances. Then a few lame excuses. There was a debate on the ethics of appointing a Superintendent in absentia. Perhaps we

could get away with it if we get it officially announced in MainLine first? Then comes a knock at the door. A late arrival! Ah, perfect! We might just pull this off. Our late arrival enters the room amidst applause, the odd cheer, congratulations and demands for an acceptance speech. But once he figures out what's happening, we are abruptly rebuffed. It seems we will have to advertise this prestigious and highly paid position more widely.

Peter Dinham then gave us a talk on modelling the prototype, well illustrated with practical examples of his meticulous craftsmanship in creating N scale models of structures along the old local line from Queanbeyan to Cooma.

After afternoon tea we headed downstairs for a look at Peter's N scale layout. Peter started this layout about 50 years ago but put it aside when he discovered that the world offered alternative attractions - like a career, and more expensive hobbies such as a wife and family. These distractions kept Peter so busy for several decades that he never got back to his railway layout until relatively recently. Although Peter now has a very nice and compact layout that works reliably and looks good, it is very instructive to hear him on the subject of lessons learnt and especially on what not to do next time. For domestic reasons, let us be quite clear that we are talking about layout planning and construction here and not about Peter's career wife and family.

JULY (1)

We had two monthly meetings in July - one at each end. At the front end we met at Jess Brisbane's. Only five were there, so again we had trouble appointing our next Superintendent. We really need to make the appointment more attractive, don't we. Inspiration! A motion was proposed and quickly seconded to double the salary of the Superintendent. Carried unanimously! We will now re-advertise the position, taking care to stand aside to avoid being trampled underfoot in the rush.

Business over, we adjourned to admire Jess's On scale layout which is coming along very nicely. Based on Maine two-footers and the countryside in which they operated, it displays the realistic structures which have won Jess prizes at exhibitions. It features a quiet port area, complete with locals fossicking for clams on the mudflats below the pier. Sound is prominent on this layout. For example, Jess is building a pier-side steam crane, to be equipped with sound and perhaps smoke too. An impressive lighthouse, with rotating flash, is also under construction. We await further developments with much interest.

JULY (2)

On the last day in July, 16 of us met at John Bullen's. With a better attendance this time, yet another courageous attempt was made to appoint our Divisional Superintendent. This time the lure of the doubled salary worked! Viv Brice was prepared to take it on, despite having previous experience in the job. Our thanks go

to Jess for her several mutiny-free years as Divisional Superintendent and good luck to Viv.

There was extensive discussion on the new NMRA logo. Is 'extensive' the right word? Maybe not. Other words came readily to mind, but we decided that 'spirited' was the safest word to go in our official report.

We then moved to our theme for this meeting - 'Interesting and Unusual Railway Oddities', everyone to contribute. To start off, our host produced a photo of a Swiss 0-6-0 shunting locomotive with a pantograph mounted on the cab roof. A steam loco, it now raised steam by a huge electric immersion heater inside its boiler, being no longer fired from its firebox. This remarkable innovation was necessitated by the lack of coal during World War Two in a country with plenty of hydro-electricity. We had seen this photo before, but this time it was accompanied by colour photos of the HO model that now existed, together with complete plans on how to kit-bash your own coal-fired loco. Despite urging from the audience, John has chickened out on kit-bashing the loco he displayed.

John also displayed several HO scale wagons of an earlier era to illustrate how you travelled by rail around Europe 50 to 100 years ago if you were an animal. Not much comfort for normal livestock of course, but if you could run fast enough to win races, you travelled with a few friends, escorted by your human attendants, in a special and comfortable van, coupled of course to an express train, not the local goods. And if you were a First

Class dog, you travelled in the dog box in the baggage van. Not comfortable, but adequate. Second Class dogs travelled in less comfort - in the other dog box slung under the baggage van floor, down amongst the wheels. Clearly this was in the days before the RSPCA and Post-Traumatic Stress Disorder had been invented.

Jess Brisbane displayed a photo of an intriguing Maine two-footer loco. This was a tiny Forney that had been designed by its maker as a cab forward loco, many years before Union Pacific copied the same idea. The photo of the shiny new loco showed the big driving lamp at the opposite end from the boiler, giving the driver ample vision over the coal and water tank which sat on what were designed to be the pilot axles.

Viv Brice produced several photos of quite extraordinary locos. Several of them totally defied the Whyte classification system based on wheel arrangement. Is this one a 0-8-0, or is it really a 0-4-4-0? And is this turbine powered loco a 4-6-2-2, or what? And what about this one - 0-2-6-2-0? And this Pennsy loco - 6-8-6? At least there was one which was easy to classify - a 6-2-0 with a giant pair of driving wheels nearly 3 metres in diameter right alongside the cab.

Complementing this loco freak show, David Bromage displayed a photo of a loco with a carrying axle amidst its driving axles. Whyte classification? Come on, someone. Luckily it was time for afternoon tea.

NMRA DIVISION 3 (VIC / TAS)

July 2010

Your roving reporter was unable to attend the May & June meetings.

The July meeting was held in the South Eastern suburb of Bayswater at the home of Ron & Jan Wrigglesworth. Ron has an extensive garden railway,

the Jannor Tramway, in G scale (1:22.5). It's has timber milling theme, and reflects the poor pecuniary style of the many prototype tramways throughout Victoria. Ron was a mainstay of the Croydon Narrow gauge Group, and was often seen at exhibition



running their HO_n30 layouts, featuring humorous cameo scenes which had nothing to do with railways.

Ron has delved into O scale but prefers the rustic look of G scale. His layout is elevated one metre and meanders through its own garden of appropriate planted miniatures. The observant onlooker will notice emus, turtles and other fauna, and perhaps the occasional spider. The weather



was cool, but turned cold on the arrival of a cold front. However in Ron's imitable style he kept 15 members and spouses warm and dry with an open fire and covered veranda. A new arrival is American born Mark Bean, a long time NMRA member modelling HO mainline from NE USA

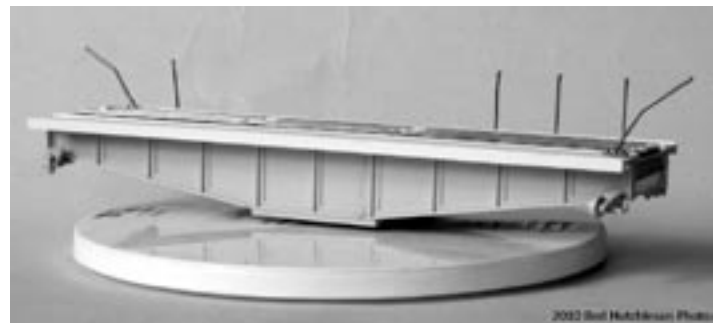
Models presented:

Grant McAdam - O scale laser cut wooden, pallets, park bench and bakers van from Outback Models;

Laurie Green - O scale laser cut timber Church. A prototype structure from Outback Model Company;



2010 Rod Hutchinson Photo



2010 Rod Hutchinson Photo



2010 Rod Hutchinson Photo

Rod Hutchinson -009 Walschaerts Valve Gear retro fit to an N scale Fleischmann 0-4-0;

Peter MacDonald -00 scale (4mm) Isle of Man coaches in brass from Branchlines UK, and a Dapol turntable conversion to On30;

Ron Wrigglesworth -G scale horse stables and Water Tower.



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, probably in September, and finished proceedings by presenting a thank you plaques to our hosts.

Rod Hutchinson,
Mooroolbark, Victoria.

APRIL

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"

Following a quick run through on how the car forwarding system works on Martindale Creek and the issuing of train operating folders containing train allocations, train operating sheets, waybills and attached car cards, each local train crew set off to deliver and collect the freight cars on their shunting list. A pleasant and productive session was had by all.

MAY

Garth Caesar hosted the May meeting at his home in South Lakes where he is constructing both a G scale garden railway and an On30 scale mining railway in his train room. Garth and his family provided an afternoon tea of freshly baked pumpkin scones, jam and cream following the business meeting and before the scenery clinic run by Frank Godde MMR.

Alan reported on NMRA activities in USA and at the AR National level before we began detailed discussion on our own program and specially our proposed AMRA Model Railway Exhibition participation from 5 to 7 June at Claremont Showgrounds. Alan sent out the roster by e-mail. We are there to advertise our presence and activities, to demonstrate our fun involvement in the hobby and to attract new members. We need extra A4 size photographs for the display boards. Jim will prepare a document to record potential new members' names, addresses, telephone and email contacts and we will follow up enquiries with invitations to the next meeting. Alan distributed Exhibitor's Passes to all those on the roster.

Show and Tell was next, and went very well.

Alan thanked Garth as host of the meeting and presented him with the NMRA Host memento.

Clinic.

Frank Godde MMR presented a scenery clinic using a corner of Garth's On30 layout under construction. He prepared the corner previously with polystyrene foam and paper base with a plaster hard shell cover and plaster rock castings. He used earth coloured paint to cover the

white plaster and stressed the use of pale colours rather than deep ones because the added details of plants and other scenery materials will provide depth and structure to the surface and will not be overshadowed by the deep colour base. All the added scenic materials are locally available. Frank clipped some fronds from a plant in Garth's garden, sprayed them with green/grey enamel and used them as trees in the demonstration. Sheoak branches that have dried have a great texture for dead logs. Bottlebrush branches make great tree stumps, trunks or logs. Earth and crushed and sieved stones can be sprinkled over white glue to give the realistic effects that only the natural products provide. Dried grass and small plants may be used directly or following colour treatment. Garden sphagnum moss is a much cheaper replacement for modelling flock and is also more realistic. All members appreciated the skills and effort that Frank demonstrated and took away many tips for scenery on their own layouts.

JUNE

The meeting was held at Les Hodgson's home. Les and his wife provided a sumptuous afternoon tea of freshly baked biscuits, cake and an egg and bacon pie during the business meeting and before the train running session on the layout.

NMRA News

1. Information on the Milwaukee Convention,
2. Kalmbach Library photographs are being digitised for online access.
3. Peter Scarfe will attend the AR Broadmeadow Convention as our representative.
4. WA program is now on the National Website. Thanks to Gerry Hopkins for his support.

General Business

1. Frank met new president David Holworth and other ARC members. It was indicated that the Region's funds could support displays like the one at the AMRA Exhibition.

2. AMRA Show. Some of the comments were:

Alan commented on our mixed attire. Jim will obtain quotes for club T-shirts. Rod commented that we were there, we showed what we do and we spoke to many people interested in the hobby. We need to continue next year with better banners and displays, especially moving trains. Frank said we need to do something different from the ordinary to attract visitors and show the advantage of NMRA membership.

Members supported the proposal that we repeat a display at next year's Exhibition and source appropriate banners



AMRA Show 2010

and display materials for a better display. Frank will have an operating ON30 layout; our display could be adjacent.

3. Rod was presented with his AP Electrical Certificate and was congratulated by all.
4. The next meeting is scheduled for Phil Knife's on Sunday 18 July, and the following meeting will be a visit to WAMRC, Ashfield, on Wednesday evening, 25

August.

Show and Tell

Les explained that he was reconstructing his layout. Allan is downsizing and concentrating on On30; contact Allan if interested in all or parts of his HO layout. Bob is still building on his layout in preparation for the October meeting

Peter has joined the Atlas Golden Spike membership. He showed a Bachmann Spectrum MOW Speeder with flat and crane trailers and a Bachmann Spectrum MOW Self Propelled ballast regulator. His layout back scene has been painted on both sides with the sky and clouds.

At the AMRA Show Jim purchased two books on WA Government Railways, a map of their system in 1938 and a Bachmann Spectrum N scale undecorated GE Dash 8-40C that will be kit bashed to a Pilbara Cab Dash 8. Rod found boxcar kits and a gas powered soldering iron with both soldering and hot knife tips.

Alan showed information on low priced On30 locomotives from Micromark, a Walthers Santa Fe heavyweight solarium observation coach and plans of Santa Fe station buildings from the NMRA Kalmbach library.

NMRA DIVISION 6 South Australia

MAY

The meeting saw 8 members and 2 partners assemble at the Aldgate Railway Station with hosts, Al and Celia Harris. This was the second meeting held at the Aldgate Railway Station and like the first featured some very healthy discussion on the way ahead for the division. There were apologies from Ray, Scott and Trev who were unable to attend the meeting due to work and other commitments.

Due to an interstate move with work Al will not be able to continue in the Divisional Superintendent role past the June meeting which had prompted a number of emails by our temporary Div Super, Ron Solly, to the divisional membership seeking a volunteer. Ron had also investigated a split of the responsibilities to lighten the Div Super's work load.

As a result of the discussion held there will be a new divisional leadership group taking over after the June meeting comprising of Geoff Chatwin as the Div Super, Graham Capper as Div Meeting Secretary, Ron Solly Div Treasurer with David Orr having already taken over as Div Librarian and Ray Brownbill continuing in his AP role.

There was no AP report as Ray was an apology at this meeting. Al also reminded the group of this year's Convention which is on the 4th and 5th of September at Newcastle.

Al advised that Ray had taken on the Project Manager's role for the construction of modules towards a divisional layout at the AMRE exhibition in June. He also requested

that members forwarded any ideas they had re the module construction to Ray so that they could be discussed and decisions made at the next meeting on June 5th.

The group also discussed the decline in attendance since monthly meetings were introduced. As a result a decision was made to introduce a theme at future meetings to facilitate potential clinics and for show-n-tell. The meeting host is to determine the meeting theme. It was also decided to drop the August and November meetings for 2010 and to revert to bimonthly meetings in 2011. Bob Bevan will be the new host for the July meeting in lieu of Ron Solly who has already hosted one meeting so far this year. Discussion on the dates for the 2011 meetings will be held at the June meeting so that a decision can be made on a standardized weekend, ie 1st or 2nd etc weekend, for meetings.

Following the meeting a fine repast of fresh scones, jam and cream was enjoyed by the attendees.



JUNE

The meeting held on a cool June day of the 6th was at the home of Graham Capper .

Twelve people attended, with apologies from Trevor T.

Ray had a few short words about the Achievement



Vinegar Factory built by G. Capper

Programme to include the fact that the construction of Fine scale kits are being considered by the NMRA as an adjunct to scratch building. Ray is to follow this up at national level.



Graham's Work-bench

Members were reminded of the Sep 4 Newcastle Convention.

The meeting dates and locations for 2011 were decided – all meetings to be on the first Saturday of the month at the following members homes: Feb- Peter Jackson; Apr – Ron Solly; June – Aldgate Railway Station

(Org by Geoff C.);

Aug – Scott Taylor; Oct – Ian Wade; Dec – Ray Brownbill.

Ron Solly assumed the floor and thanked Al for his hard work as Div Super over the last year. The meeting showed their appreciation by affirmation.

Show and Tell

Scott T. displayed a Bachman Special Edition LMS 4-6-0 which prompted some discussion re Bachman

workmanship for various markets and the placement of decoders in such locos.



Daytime corner scene of the Layout

Graham C. Displayed a half finished Builders in Scale Kit (Sassen Vinegar) and discussed some weathering and construction techniques. This led to further discussion re Fine scale kits and NMRA modelling points.

Peter J. then discussed his recent trip to Victoria and meeting with Laurie Green and John Hunter who own the Outback Modelling Company. Peter described the laser cutting process used and displayed an O Scale kit from the company that was very well presented. Members should visit Laurie's web site <http://www.lauriegreensweb.com/>



Peter Jackson with his latest project

or the Outback Modeling company site (accessible from Laurie's, site) for more information.

Al then displayed some 48 foot trailers that he had constructed from Walther's Kits.

The next meeting is scheduled for 24 July at Bob B's.

Following afternoon tea, the group adjourned to Graham layout - The NPSW (Non Prototypical but So What) for an impromptu DCC decoder session and final decision on module construction for next week's show.

JUNE

The meeting was held at the home of Laurel and Phil Anderson in Gladesville an inner north west suburb of Sydney. In addition to the usual attractions of Phil and Lauren's hospitality and layout, it was also the venue for our Annual Region AGM. Approximately 60 members and their partners attended.

As some members filed through Phil's "Shed" at the bottom of the garden to see his layout that fills it. The other members chatted about all things trains while waiting their turn in the "Shed". It was good to see Denise Bennett only a week out of hospital following her two week hospitalisation due to a burst vein in her brain. No lasting ill effects thankfully and luckily it happened a couple of days prior to Denise and Eric's trip to Europe! Also good to see John Diamond at the meeting despite still being on crutches. Paul Marrant was there looking well after having to miss his own meeting last month due to his leave pass from hospital being revoked at the last minute by the doctors.

Our retiring Div Super John Montgomery was unable to attend because he and Geoff Nott were showing their new layout at the Epping Model Railway Exhibition. I think the layout will be appearing at our Newcastle Convention and it is well worth seeing. As John was not available it fell to me do the honours and conduct the meeting. After usual announcements I took the opportunity to present my Presidents Awards for Outstanding Service to the Region. It gave me great pleasure to present David Howarth with one in recognition of his outstanding work as chair of the 25 year Convention. I was unable to present John Montgomery with his for his service to the Region as he was away playing trains! Well done to you both. John will receive his at either the next Div 7 meeting or the convention in September.

I presented our meeting plaque to Phil and Lauren and when the applause died down I closed the meeting. A quorum was present so we commenced the AGM. Reports from myself and Eric Bennett the treasurer were presented. The Committee then stood down and the meeting was then handed over to our Pacific Director and Returning Officer Peter Jensen, who announced the results of the election. Welcome aboard to President David Howarth, Vice President Eric Bennett, Secretary Kelly Loyd, Members Phil Anderson, Rowen Mangion and Paul Marrant. Peter thanked Sam Mangion, David North and John Arrowsmith for their participation in the ballot. A motion was put to the meeting to approve the minutes at the next ARC meeting and after a show of hands it passed unanimously and Peter then Closed the AGM. No nomination had been received for Treasurer. The Committee offered the roll to Sam Mangion and he accepted the position as Treasurer.

Then the feasting began. A sumptuous afternoon tea was served by Lauren and family. The sausage rolls were freshly made by a nephew who is a Chef. A great quietness descended as the food was consumed. What

a great day. The weather cooperated with a cool but sunny winters day, a great crowd and fine food. My thanks to Lauren and Phil for inviting us, especially as two days after the meeting they were off to Canada to visit Lauren's family for several weeks.

Sowerby Smith

JULY

The meeting was held at the home of Ken and Jenny Scales on the NSW Central Coast. In contrast to the wet weather in the lead-up weeks, Ken and Jenny organized a beautiful blue sky day for the event.

The new Div Super, Erik Bennett, welcomed all members and visitors and thanked them for their support.

Ken has two layouts, one in the garage and one inside. The inside layout is in a purpose-built room, 28 feet by 11 feet, specified by Ken on the original house building plan.

Ken gave a brief description of the trials and tribulation of trying to move a layout and finished with a compact rendition of what he did and how, to finish with these two great demonstrations of his modelling skills.

After the formal part of the meeting, Jenny and her team of able helpers provided a superb afternoon tea. While attendees were enjoying the goodies, Ken gave an excellent presentation on the construction of his layout, specifications and requirements, lessons learned, techniques used and expansion plans. It was most interesting and motivated many members to get on with their layouts.

Paul Marrant won the lucky door prize.

Thanks must go to Ken and Jenny for their hospitality, to Paul for managing the Library and to John Dever for managing and maintaining the urn and coffee supplies.

Christmas Party

The Division 7 Christmas Party will be held at the fabulous Waterview Restaurant at Berowra Waters on Saturday 11th December 2010 from 12 – 3:30pm. The restaurant overlooks the marina at Berowra Waters, and the buffet menu is extensive and delicious.

Tickets are \$50 per person and all members and their wives/partners who will be in Sydney on the day are welcome.

Tickets may be purchased by bank transfer to National Model Railroad Association Inc, Division 7, BSB 082 778, Acct No 16458 2369. (e-mail Erik Bennett, bennettedm@optusnet.com.au, to advise of transfer), or cheque to 33 Kananook Ave, Bayview, NSW 2104, made out to NMRA Division 7.

Erik Bennett

June 2010

Saturday afternoon saw the Clubs Annual General Meeting Prior to the meeting members enjoyed a sausage sizzle to provide strength for the ordeal ahead. As with usual procedure all the Clubs official positions were declared vacant. This duty was undertaken by long time member Bruce McKeachie taking over the Chair for the elections.

As anticipated there were no major surprises in the officers elected. Mike Bartlett was reelected as President, Vice President elect is Gordon Robbie, Treasurer Noel Sawyer and Secretary Mike Peters. There were four nominations for the three committee members Cameron Potts, Chris Minahan, Kevin Garland and Damien George. The elected were Chris, Cameron, Kevin, this committee meets monthly to oversee the ongoing running of the Club instead of having a monthly members meeting. The full members meeting is quarterly to vote on other important issues. Warwick Williams will continue as Public Officer and Ted Wheeler as Publicity Officer.

Elections being complete Mike Bartlett took over the Chair again and prior to proceed with the remainder of the AGM and thanked the members for the very strong presence at the meeting. He also took the chance to welcome three new members, Peter Eisenhammer, Michael O Donnell and his father John O Donnell. He also commented that over the last twelve months the Club has gained eleven new members. However all members were saddened to hear of the resignation of long term members Cheryl and Russell Burling, they will be greatly missed.

The date of the Clubs 25th Anniversary Lunch was confirmed as being on the 19th of September. Time will be 12 for lunch at 12.30, it will be a BYO function, with the Catholic Ladies in charge of the catering arrangements and they have promised it will be a lovely meal. The cost will be \$20 per person any one wishing to attend should contact Club Treasurer Noel Sawyer on 0407 966248 no later than 11th of September.

Club members will be hosting a visit from pupils at the Bushland Gardens Primary School next Wednesday. Both Pupils and Club members are eagerly looking forward to the visit. Any extra members who are available to help will be very welcome.

The next long term commitment is to the celebration of the centenary of the first train arriving in Taree in 1913. This ended the isolation of Taree and District caused by the limited means of travel available in those days. As with many other areas of Australia it was the arrival of the Railway that brought major changes and advantages to previously isolated places.

It is hoped that arrangements to celebrate this in a suitable manner can be organised in time.

In the short term members are looking forward to the NMRA State conference on the 4th and 5th of September at the Merewether High School at Broadmeadow Newcastle. A wonderful two days of meetings, exhibitions and modelling clinics have been arranged. And interested members are urged to register ASAP to avoid being disappointed at not being able to attend a clinic that really interests them. Also that weekend will see the annual Our Town Modelling Exhibition also held at Broadmeadow.

Ted Wheeler

July 2010

The Club programme of visits to members own layouts continued this week with a visit to Noel Sawyers home.

Like so many members, Noel has purpose built a Railway shed in his garden. Like many members, Noel chooses to model Australian outline in HO scale. This is based on the scale of 3.5 mm of whatever is being modelled. Originally Noel started by modelling in N scale, that is 2mm scale, but changed to HO some years ago. Members are really looking forward to the visit in anticipation of Noels considerable modelling skills and seeing his wide range of Australian locos and rolling stock.

As I have mentioned before that Manning is the Clubs oldest layout and it is enjoying something of a re-awakening. New Club members Mick and John have taken to Manning like ducks to water, unlike many other Club members they have not progressed to Digital Command Control (DCC) yet, so the older layout suits their locos and rolling stock admirably. Like many participants in the hobby they have not confined themselves to one style of model so they run a mixture of Australian, American and British outline. They are guided by the old adage "I like it so I run it" and they certainly aren't 'rivet counters'. Whilst there is nothing wrong in insisting on strictly following a prototype, it does allow a lot of freedom of expression to model various types on the same layout.

This Saturday will see the Club conduct its Annual General Meeting at the Club premises. There will be a Barbeque lunch provide starting at 12 pm followed by the meeting at 1 pm. All members and interested non members are cordially invited to attend.

Club members are looking forward to two upcoming events. Firstly in October a visit to the Coffs Harbour Club which will be over a weekend. We plan to attend the monthly running of the Coffs Club layout on the

Saturday in one of the Pavilions at Coffs Harbour Showground. Unfortunately for the Coffs Club they do not have their own Club rooms so every month the members get together on the Friday evening to assemble their large and very impressive layout for an early start to running on the Saturday morning. This is simplified by the fact that the layout is Digital Command Control and is also modular making assembly far simpler.

On Sunday we plan to visit the Rail Museum and other members layouts at Dorrigo, so this should make for a very interesting weekend for all members.

Secondly, the Rail Motor trip to Mount Thorley coal mine and Kooragang Island coal loader will now take

place on the 7th of November. It was originally hoped to do this trip in August, but unfortunately it had to be moved back to November. As previously mentioned, anyone interesting in going on this great trip should contact Damien George on 0402 206370 ASAP. The cost for the day will be \$100 per person and morning tea will be provided. Bring your own lunch if you wish, however Lunch time will be convenient to many suitable places if you wish to buy something.

Ted Wheeler Publicity Officer

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