

Main Line

Summer 2010
Volume 27 No4

National Model Railroad
Association Inc.
Australasian Region



Features:

Newcastle Convention 2010

Club DCC

Surface Mount Devices - LEDs

Upgrading the NSW 36 Class by Austrains

Divisional Reports:

Registered as Australia Post Publications # PP241613/00080



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Div 6 SA	Geoff Chatwin	0414 702 755	div6sup@nmra.org.au
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Div 8 Nth Rivers	Ian Phemister	(02) 6658 9871	div8sup@nmra.org.au
Div 9 Mid North Coast	Mike Bartlett	(02) 6553 6227	div9sup@nmra.org.au

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A.P. Asst Manager, Vic	Laurie Green MMR	(03) 9744 5188	apvicevic@nmra.org.au
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Contest Chair	Gerry Hopkins MMR	(02) 4329 0242	contest@nmra.org.au
Editor - MainLine	Geoff Horne	(02) 4954 7632	editor@nmra.org.au
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33 Kananook Avenue, Bayview, NSW 2104

A Belated Thank You

I wish to sincerely thank each and every one of you for the many well wishes and enquiries during my stints in hospital. A special thanks must go to a select group

For their invaluable assistance in my May 2010 meeting and ongoing support both physical and verbal. The careful Christian, Bill Fowler. The un-sinkable Sam Mangion. Steady as she goes Ken Scales. My mate John Sterland, who worked tirelessly to ready my layout for the day

I thank you one and all last but not least, my wife Kay who has supported me through my past and present problems. Kay also casts a critical eye over my models etc.

In closing, a big plus to come from my problems, was the realization that the NMRA is so much more than just about modelling it also stands *for friendship; sharing knowledge and ideas and lending a helping hand when needed*. Once again my sincere thanks and hope one day to be able to repay your help



*Kind regards
Paul Marrant*



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Mainline

29 Kenley Crescent
Macquarie Hills, NSW 2285

Email: editor@nmra.org.au

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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



NMRA on show

The NMRA took advantage of the offer to fly the flag over the October long weekend at the Liverpool exhibition and as one of the members who offered to help, I can report to you all that there are many people out there who are trying to get up the courage to take that first step into the hobby.

I was also pleasantly surprised at the number of the fairer sex who were attempting to get the other half interested enough to take that first step as well.

Probably the hardest thing to explain to a non modeller is the mind blowing availability of products now available, especially if the person that you are talking to still remembers getting the clockwork set from under the bed and carefully making nothing more than a simple circle of track and then running the loco and maybe two or three wagons around and around until they were sick and tired of winding the spring up.

If you went directly to describing the latest items available

The Computer Keyboard

with

Editor - Geoff Horne

with two or three locos moving on the same piece of track and all moving at different speeds etc, then a glazed look came over their eyes and we had lost them.

Our group comprised modellers with a very diverse range of experience, so if anyone was stuck trying to describe something, then it was simply a matter of bringing someone else into the conversation.

With a great layout beside us to refer to and with Geoff Nott and John Montgomery sitting at each end of the layout and also on display a progression of scenery on some small timber bases, it was quite easy to show what can be achieved with the correct instruction and plenty of practice.

The same old excuses of “the hobby is dying” because the young people are not interested unless it can be done on an X Box or Nintendo etc. to me is a bit of a cop-out, because think about the past ten years, and what has happened to the hobby - plenty of buttons to push - push more buttons and they now make noise that sounds like the real thing and if scratch building isn't your thing, then they can buy whatever you require in a box and probably cheaper than the accessories for the new I-Phone.

If only we can tap into some of those inquisitive minds, then, word of mouth to their mates, may just help reverse the growing age.

The information booth as far as I am concerned was a great success but maybe next time we may have to look at getting something small but that is **HANDS - ON**.

I will put up my hand to help, WILL YOU!!!!!!





From the CAB

with
David Howarth - President NMRA AR

Report October 2010

Since our last report in the Spring Edition of Mainline, I have concentrated on visiting Divisions away from Sydney. On 28th August 2010, I travelled to Canberra to attend one of the Division 7 regular meetings. The meeting was enjoyable with members active and happy. I was asked to present a talk on NSW diesel locomotive assembly facilities, and “with some arm twisting” another on the New York Central Railroad, which I enjoyed.

At the request of Division 9 Superintendent and Club President, Mike Bartlett, I joined the Taree & District Model railway Club on 18th and 19th September 2010 to help celebrate their 25th Anniversary. Over a very nice lunch on the 19th, I proposed a toast to the Club and presented them with a framed certificate recording the NMRA’s congratulations. The club members have a great spirit, a wonderful clubhouse in a disused freight building in Taree’s railway yards and are supportive of their association with the NMRA.

I have booked to attend a Division 1 meeting in Brisbane in November this year, and am sure I will find a vibrant division atmosphere, as I did at the above two functions. It is clear in my mind that we must continue to support and encourage a strong divisional structure for our Region to grow and prosper.

At the Newcastle Annual Convention I presented 25 year Awards to Mike Bartlett, Peter Burrows, and Lawrence Nagy. Further awards will be presented during the rest of the year, as members are available.

The Australasian Regional Committee (ARC) encouraged the preparation and staffing of

a display stand at the large AMRA Show in Liverpool, NSW during the October 2010 long weekend. It is encouraging to note the interest shown by many members of the public in the activities of the NMRA. Four members of the public attended the following meeting at John Baker’s home as guests. It reinforces the need for all Divisions, and the ARC, to continue to “show the flag” as often as possible.

A number of our membership will be attending the next NMRA National Convention in Sacramento, California in July next year. From all accounts, the interest in this Convention is very high with high numbers of registrations. Therefore, I urge those whose budgets can afford the trip to consider making the journey. The clinics, layout and prototype tours, and the general atmosphere of being with like-minded souls will be wonderful. Then there is the Train Show with all those well know manufacturers present!

As this will be the last MainLine before the Festive Season, I would like to wish you and your families a safe and happy time, with the wish that your dream model railway item might find its way under the Christmas tree, even if you have to put it there yourself!

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

After all the personnel changes at the last BOD meeting, the BOD news is quiet at the moment. The experiment of two Vice Presidents seems to be working well as there is a lot more coverage by the executive, and a lot more discussion. We are all now preparing for the next mid-year BOD meeting.

The International Sub District concept is progressing well, to be launched on the 1st January 2011. At this time, expect to see a new sub district in Taiwan.

A sub district is a division within either the Pacific or Atlantic District of the NMRA. The goal for these sub districts is to grow the NMRA and Model railroading internationally, with the ultimate goal of them growing into a Region within the NMRA. As the only region within the Pacific

District, our region will be giving them administration support. While not being a member of the Australasian Region, they will join and pay their fees via AR. We will also support them in other ways as necessary.

Sacramento National Convention in July next year, the "unconventional convention". This should be a traditional old style convention. There will be a lot of Aussies making the trip to Sacramento next year. At the last count, about 21. If you are planning to go, let me know. We will be organising an AR Sunday evening event.

Happy modelling

Peter Jensen

Pacific District Director



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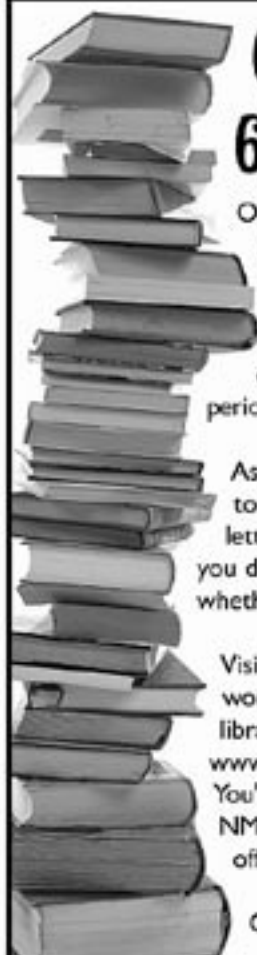
Or 100,000 train photos. Or 50,000 train magazines. In fact, there are a lot of things you should be checking out at the National Model Railroad Association's Kalmbach Memorial Library. You'll find everything from prototype railroad periodicals to vintage model kit instructions.

As an NMRA member, you have easy access to everything – it's all just a phone call, letter, or email away. Our staff will even help you do research about virtually any train topic, whether it's model or prototype.

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your positive support.

So do the thousands of plans, photos, and slides from our Kalmbach Memorial Library that we're working to digitize so that members can access them from their own computer. The good news is that the scanning is well underway. The better news is that our image library is even larger than we thought!

Which is why we still need your help. The more funds we receive, the more images we can make available.

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Silver Level – Contribute \$75 and receive a silver 75th Anniversary commemorative pin and have your name listed in *NMRA Magazine*.



Gold Level – Contribute \$750 and receive a gold 75th Anniversary pin, a golf shirt with the Anniversary logo, and have your name listed in *NMRA Magazine*.

Diamond Level – Contribute \$7,500 and receive a diamond-and-gold Anniversary pin, a golf shirt and sweater with the Anniversary logo and your embroidered name, a print of the NMRA's 75th Anniversary commemorative painting, and have your name and photo printed in *NMRA Magazine*.

Make a contribution that will make a difference for decades. Visit www.nmra.org/diamondclub or call HQ at 423-892-2846 to contribute.



Surface Mount Devices LEDs (Light Emitting Diodes)

By Gerry Hopkins MMR

NON TECHNOBABLE VERSION

LEDs have been around for over 40 years and some people are still afraid of them. LEDs come in many shapes and sizes and colours. The big advantage for us modellers is that they do not generate heat (no damage to the plastic shells) and are very forgiving of voltage



variations. A 1.5 volt lamp will blow at 1.52 volts.

This photo shows the difference in size between a regular 3mm LED and a 603 surface mount. They are available in white, warm white, sunny white, golden white, red, green, orange which are suitable for our needs. There is also a bi-colour version (two colours) with common anode for use with decoders. All the surface mount units for model railroad use can be purchased with leads attached. The leads are 150mm long and the longer of the two leads indicates the Anode or positive end. This connects to the blue lead on a decoder.

I am going to show you how to connect the leads to a SMD LED yourself. This saves the labour cost involved with units with leads attached. After doing the first 50 they become easy – trust me.



The 603 is the easiest to use and easiest to obtain. Leave the 402 for a later date – maybe.

You will need a fine tip soldering iron – temp controlled to about 300C. Rosin core solder 60/40 and

0.71 mm diam. This is the solder you would use for all you normal model soldering.



A good iron cleaning station that looks like a Brillo pad – available from Dickie and JayCar. The most important other tool is Flux – not the thick paste you get from your friendly plumber but a good liquid type designed for modellers. Three local sources are Carrs (from the UK) and Brunel (from Melbourne) and DCC Concepts (in Perth).

I use Carrs Orange or Yellow and Brunel #3 for all electronic type work.



Step One Mount the LED on a small piece of double sided sticky tape. The tape needs to be on something firm- I use a steel 2” square as shown.

Step Two We need to remove a short section of the enamel from the wire so that we have enough good tinned wire to solder to the LED.

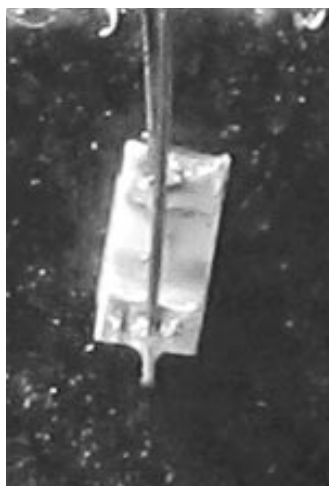


To do this put a blob of solder on the iron and pass the wire through the solder for a few seconds.

You will see the shiny piece of tinned wire and you just need to trim to about 1mm in length.



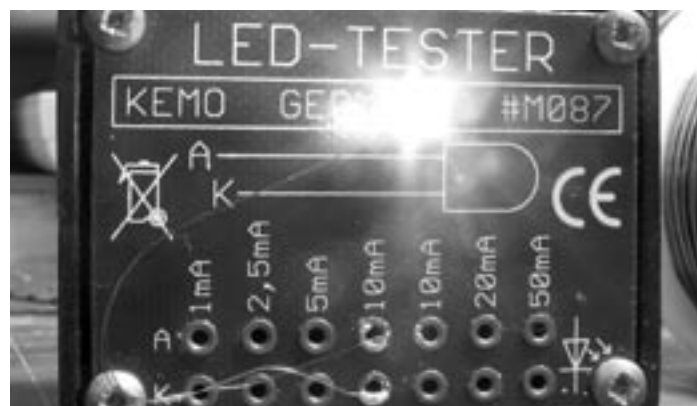
Step Three We now apply some flux to the back of the LED with a small brush. With this done we can now attach the first wire to the LED. Hold the wire on the gold section on the end of the LED and lightly touch with the iron. The flux will help to bond the wire to the pad instantly.



Do the same with the second wire and you are ready to test.

I use a small battery powered unit from JayCar – a must have tool is you are using any LEDs.

You will need to tin the ends of the wire as you did for the other end. I normally use leads about 2”-3” long

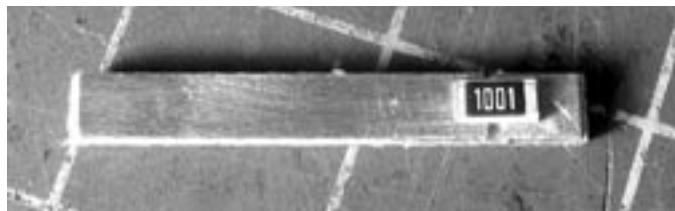


Here I have connected the LED to the 10 ma connection on the tester. Now to allay some of your fears. An LED will normally run on a 12 volt DC supply and require a resistor of 470 ohms to limit the current to 20 ma. Using a 1k0 resistor, (1000 ohms) will limit the current to 10 ma and I guarantee you will not see the difference when connected to your decoder. This will also mean that the LED is safe up to 24 volts and I only know one system that exceeds this level – the early Hornby command station.

THE NEXT PART

Next, is mounting these little babies on a small piece of circuit board such as a piece of Clove House Sleeper (tie) with a surface mount resistor.

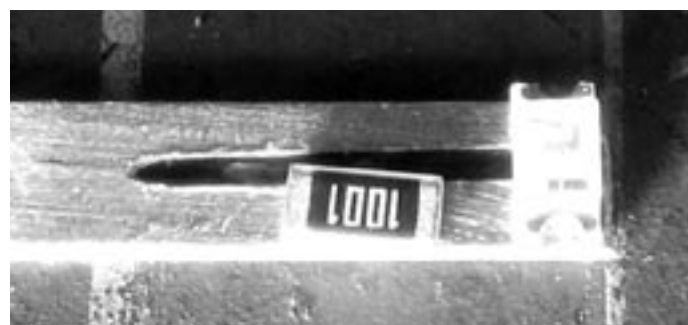
Step A involves wiping the piece of pcb with the flux brush. You will see the colour of the cladding change as the flux removes the oxidisation. Then file a small slot across the pcb.



Step B The LED will sit across the slot as shown above (this is actually a resistor). You then touch the pcb next to the LED and the solder will immediately run under the LED. Then do the other side of the LED.

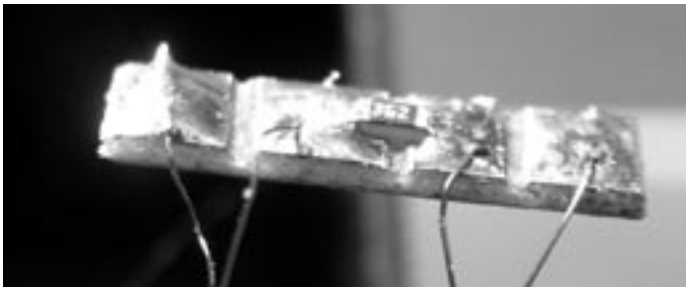


We can also add an SMD resistor to the LED as shown below. I have used slightly larger components for the photographs.

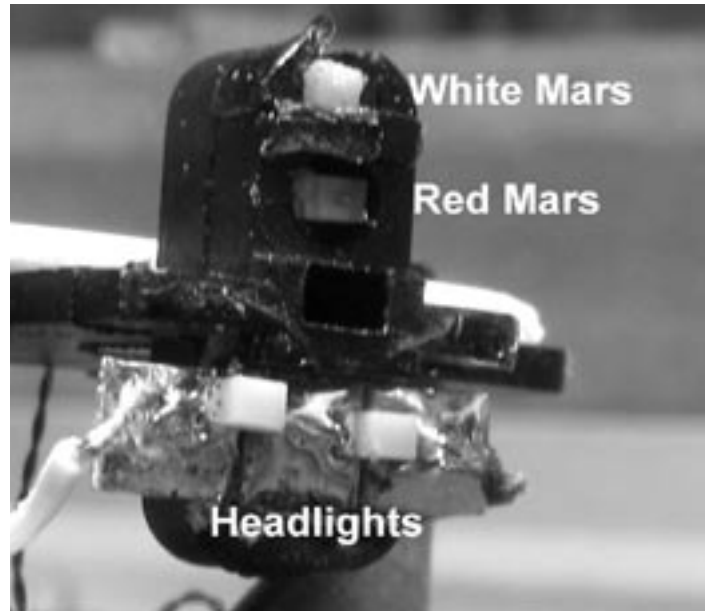


The first photo shows the slots cut, and the second shows the parts in place ready for soldering.

We can also use the PCB for connecting our fine wires to a resistor and to the leads from the decoder.



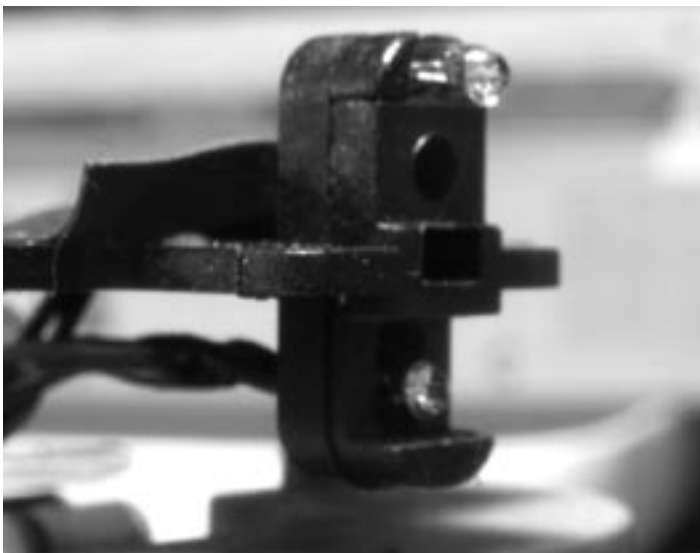
This shows the leads from 2 marker lights connected in series with a resistor between them. The resistor shown is 3k6 (3600 ohms) and the LEDs are the rear markers on a NSW 36 class. The wires from the decoder are attached to the two outer pads.



The possibilities are endless and the results satisfying.



This is what they look like when finished, not too bright but just bright enough.



The next two photos show the Athearn Turbine lamp housing. The first is "as is" with 2 1.5 volt lamps they are not very bright and any voltage spike will blow them, if the resistor is changed to make them bright then they could get too hot for the plastic body.

The second shows the replacement SMD LEDs. We now have a white mars light, a red mars light and dual headlights.



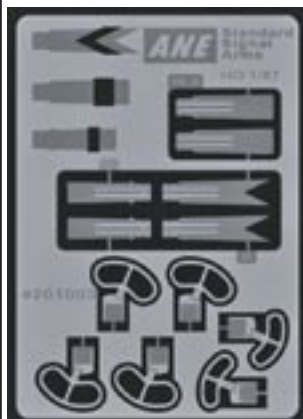
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Managing DCC Addresses in a Club Environment

The Taree and District Model Railway Club has several layouts including an HO DCC layout. The DCC layout is average size by club standards and consists of a dual mainline with the usual industrial, passenger, locomotive, and staging areas.

The layout is reasonably new and the scenery is not complete. At the time of writing, running days are scheduled on the first Saturday of the month. New and maintenance works are performed on Wednesdays and the remaining Saturdays, although limited running is permitted if there is no planned work on a particular day. Previously, on running days, as members arrived, they would begin to assemble their locomotives and rolling stock on free sidings in the main staging area without any knowledge of the DCC addresses of locomotives already on the layout.

The club owns no motive power or rolling stock and the majority of members run Australian prototype so it was soon obvious there was potential for duplication of road numbers of locomotives and hence DCC addresses. Several approaches were attempted to resolve the looming problem including the club allocating DCC addresses, and registering locomotives before they could be run on the club layout. These two approaches were not universally accepted by the club membership, relied heavily on a small number of people, and the rules were often simply not followed. Inevitably, two locomotives with the same DCC address were placed on the layout by two different members. The first locomotive was put in motion causing movement of the second locomotive which resulted in minor damage to a third member's item of rolling stock.

A DCC subcommittee was formed to consider the problem and after consideration of several possibilities, a combination of procedures and computer software was implemented.

In any railway system, some form of authority is required before a train can occupy the road. That authority is granted by the process described below.

A computer screen showing the DCC addresses sorted in ascending sequence which are currently authorized to be on the layout is located near the staging yard. An example is shown in Figure 1. Before attempting to place any locomotive on the layout, the member scans this list to ascertain if the locomotive address intended to be placed on the layout is present in the list. If not, the member “logs on” using their membership number as an identifier. To keep the system as informal as possible, there is no password requirement. The member is asked to confirm their first name as a simple check that the membership number was input correctly.



The member then enters the DCC address of a locomotive that is desired to be placed on the layout.

If the address is already on the layout, the Add to Layout Button will not be enabled and the system will not accept the address for addition to the layout. In the example below, Chris is trying to add locomotive 6049 to the layout and Martin already has authority for this road number as shown on the screen shot above.

Actually, Chris does not have a 60 class and really meant to run his CPH which has a DCC address 2153. If the DCC address is not already on the layout, the Add to Layout button will become active and if it is clicked the computer



will add that address to the table of addresses currently on the layout and this becomes the authority required to occupy the road. This table is continually in view for the



duration of the session.

If the member has additional locomotives to be placed on the layout, the process is repeated.

The member then logs off.

DCC Addresses Currently in Use		
DCC Address	Driver	Clock On Time
2153	Chris	8:15:49 PM
3652	Noel	8:05:28 PM
4462	Martin	8:05:04 PM
4842	Kevin	8:06:42 PM
6049	Martin	8:04:54 PM

Upon completion of running duties and it is desired to remove the locomotive from the layout, the locomotive is removed before it is removed from the computer system.

Once the locomotive is removed from the layout, the member logs on, and removes that address from the table of active addresses.

The timing of the logging on and off is most important. The addition must be done before the locomotive is added to the layout, and the deletion must be done after the locomotive is removed from the layout.

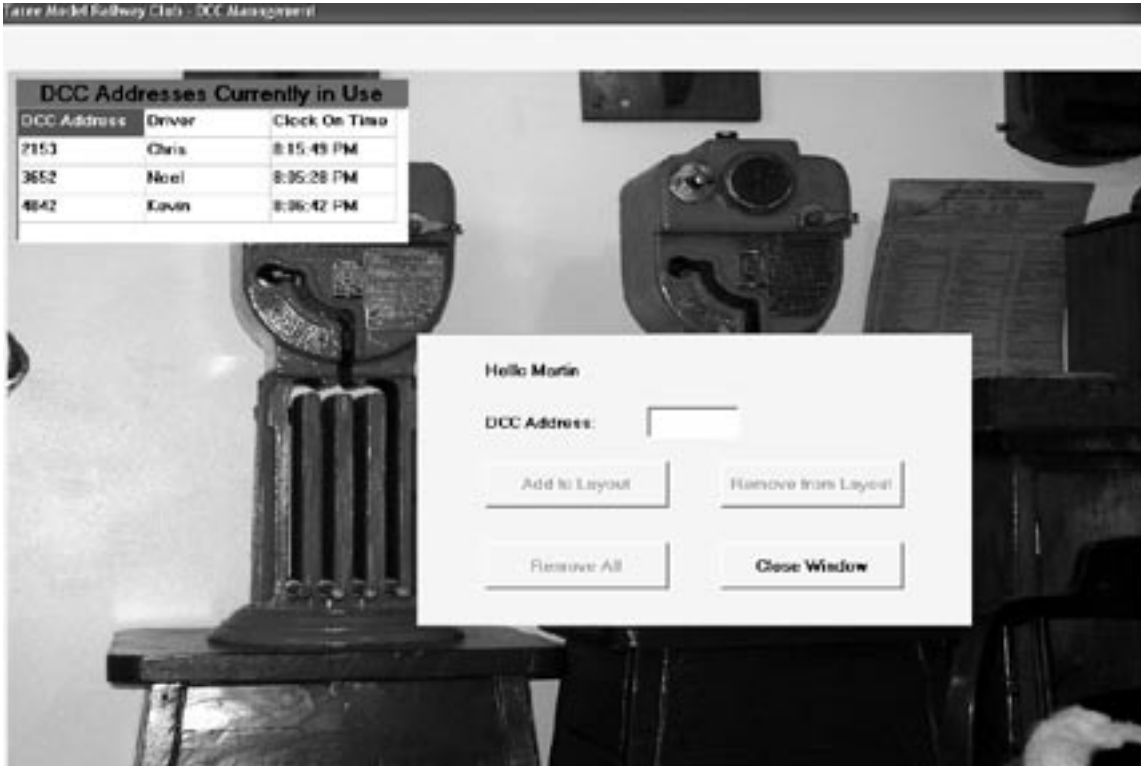


Martin has physically removed locomotive 6049 from the layout and has logged in to remove it from the system. In Figure 2, when Chris entered 6049, the Remove from Layout button was not enabled because 6049 was not logged in under his name.

Rather than remove locomotives individually, Martin, prior to entering 6049 was offered the option to Remove All and emphasised that it was only his locomotives. The resultant



table is shown if Figure 7.



The age profile of the membership caused us some concern as there are members who do not have any experience with computerised systems and we did not want to impose any requirement on members who might feel uncomfortable with the process. On running days, one member of the DCC subcommittee is always present and will assist those who may not be familiar with the system.

The software allows for some administrative functions for selected users. As an example, a member may omit to remove locomotives from the list and depart. It was necessary to provide a method for those addresses to be removed from the table. Also, only users with administrative privileges may cause the program to exit. A number of other administrative functions are also provided. The members of the DCC subcommittee have access to administrative functions.

We also addressed some related issues. One of these is consisting.

The club DCC system is EasyDCC and although it supports command station consists, some members prefer special consist mode.

In the current environment, members who run consists,

tend to have them in static configurations. That is, they are generally double head lash ups, and that is the way they run for the duration of that running session. Having regard to the membership level of the club, the number of members who run their trains in this configuration, and the number of short addresses available, we decided to permanently allocate small blocks of short addresses on request. To date only one member has requested an allocation.

The emergence of an operations special interest group may have some impact on this as there may be a more dynamic allocation of consist addresses during operation sessions.

To provide for the block of short addresses between 1 and 99, standard sets of long addresses for locomotives which had non numeric road numbers such as NR, DL, etc, and rail motor consists for CPH, 620/720 and other rail motor combinations. Five digit road numbers remain problematic. As a general guideline, the first digit is simply dropped so for example, 44240 becomes 4240.

The system has prevented duplicate addresses being placed on the layout in and in cases where address conflict was detected, the members have had an alternate locomotive to run or, as the ubiquitous JMRI DecoderPro is running on the same computer used for the software described, it is a simple and quick process to reprogram the second locomotive to a different DCC address for the duration of the running session.

Operational practices in the club are evolving but we believe this process will continue to successfully manage the DCC addresses and avoid other undesirable incidents.

The system has been implemented for about six months and has been readily accepted by the membership. It was originally intended to be enforced on scheduled running days, but members now routinely log locomotives on and off even if there is only one or two running on the layout. The software is available to other clubs and groups on request.

by Chris Minahan

NMRA Regional Convention 2010

NEWCASTLE

By: *Gerry Hopkins and Sowerby Smith*

Photos: *Gerry Hopkins, Sowerby Smith and Geoff Horne*

The first weekend in September saw the holding of the 26th Regional Convention. After the “biggie” of 2009 John Sterland and his crew put on a very relaxed and enjoyable convention in Broadmeadow a suburb of Newcastle. The bonus for the weekend was that the Newcastle Model Expo was being held just across the road.

The weather started a little wet but then turned into very windy on the Sunday. This did not stop the 90+ members from having a great time.

The model contest was well “entered” and the “Rick Shoup” Award went to Sam Mangion for his rendition of the Orange Coal Tower. There seems to be a trend – last year Bill Oakes won the Award with another NSW coal tower.

All the clinics were well attended as was the Banquet held that night. After a very lavish feast, the guest speaker gave an informative talk on the NSW NR class and explained many of the quirky differences in the class. The talk was accompanied by a well prepared slide show.

The Sunday morning was bright and sunny but very windy (my car was a right off after being attacked by a tree on the way to the live steam). A large band of enthusiasts gathered at the Lake Macquarie Light Steam Railway and all had numerous rides behind the little 2ft gauge Baldwin. From there it was a short distance to the first of the layouts, that of Kelly Loyd. Since the last visit for many, Kelly had raised the layout by 450 mm. This allowed the visitors to watch the signals change as the trains passed.

The next layout was that of Doug Cook at Shortland. This is another well scened and detailed layout, this time in N Scale. The third and last layout was that of Bill Fowler. Newly built but already the scenery is taking place and there is plenty of operation to be had.

Thanks to all involved with convention and I look forward to the next convention – In Melbourne on the second week of October (Subject to confirmation).

Gerry Hopkins MMR

Photo Competition-

And the winner is --- *1st Prototype colour - Geoff Horne* with CHP Newcastle night shot.

2nd “ “ “ “ “ CHP at Paterson Crossing

No 3rd prize awarded

Model Colour No First place

2nd “ “ - Bob Deakin with UP on New layout.

The number of entries this year was very limited. Prizes are awarded not just for entering but with consideration for the points scored hence the awards. I would like to thank the entrants for their interest and involvement in the Photo Comp and look forward to many more entries at next years convention.

Sowerby Smith

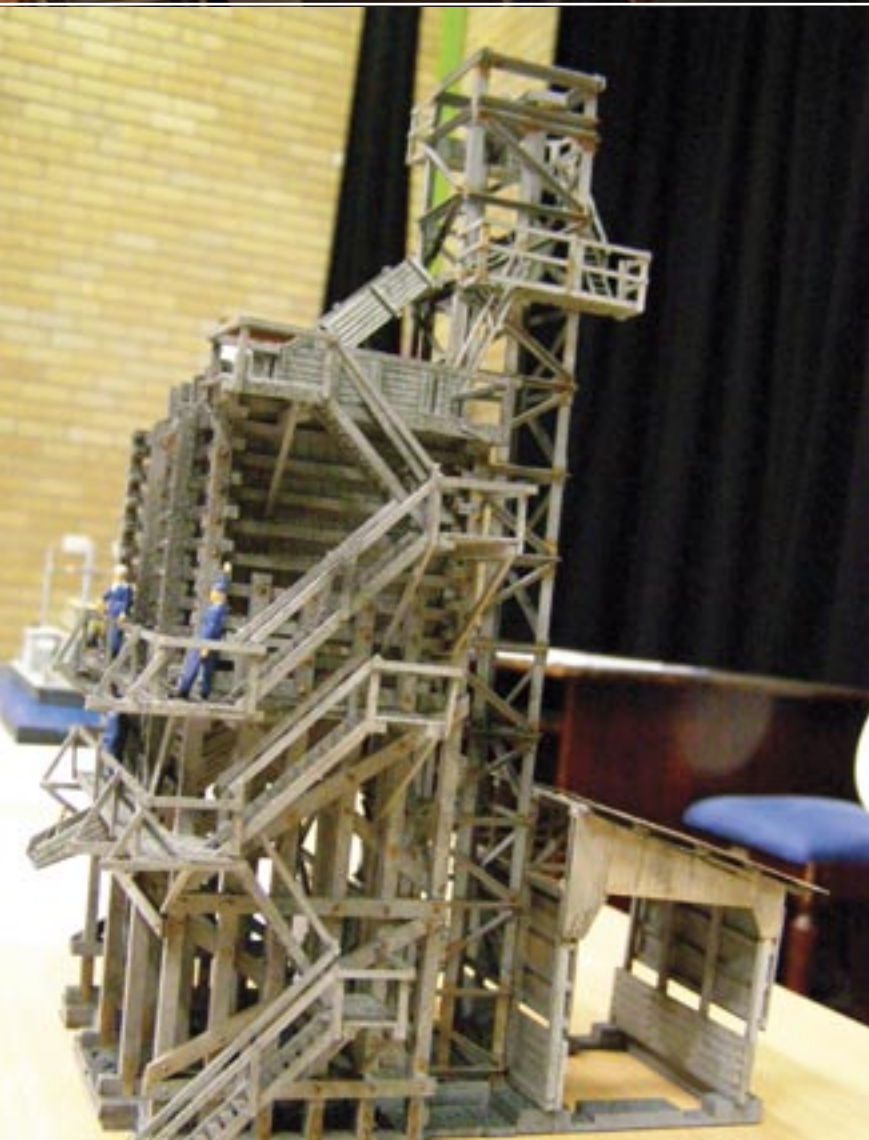


Paul takes the money while Herna takes it easy



Photo opportunity for our Taiwanese friends and Kelly Loyd

Newcastle 2010



New England 2010



New England Convention 2010

The Third NE Convention was held on the 6th & 7th of November in Armidale, NSW The convention was run by the New England Model Railway club. The convention was mainly NSW prototype and had 100+ registrants with 136 for the dinner.

The venue was the Armidale Bowling club in the centre of Armidale with plenty of off street parking. Each of the clinic rooms (two streams each day) had a large plasma screen and connections for a laptop/netbook which made the set up for each clinic very easy.

The clinics covered Decoder Pro, Lighting and Animation, NSW Oil Depots, Weathering, Scratch building in styrene, Fettle's Cars, and layout design. Each clinic was presented twice, once on each day.

There were two layouts in the main hall, Essex Junction built by the late Rodney James and Bowen Creek, a Proto 87, NSW layout with beautiful track

scratchbuilding.. There were also tables set out for display models with a large range of models on show.

There were also commercial stands from AR Kits, Gwydir Valley Models, and Peter Bormann. The After Diner speaker was a retired clergyman who had written books on NSW steam locos. He had also built Meccano 38 class – needless to say the talk was very entertaining.

On the Saturday afternoon we went on a layout tour and saw 3 very nice NSW layouts.

Thanks to the organisers for a very refreshing convention. This is the third one and I have been to all of them and they just get better each time.

Gerry Hopkins MMR



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VISA

MASTERCARD

UPGRADING THE NSW 36 CLASS

from Austrains



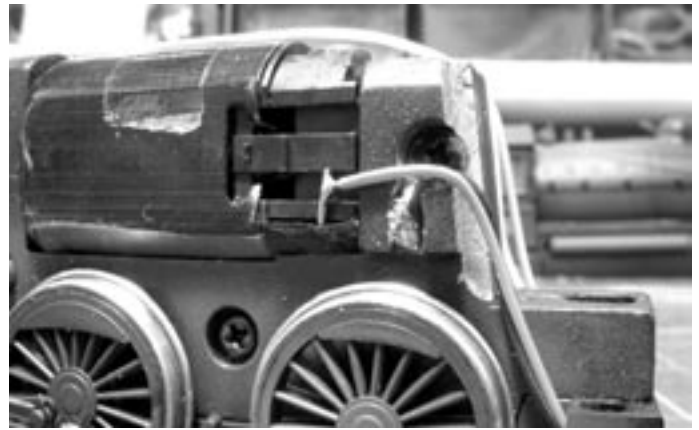
In this article I will show you how to make this loco a good runner and pull well, add a headlight to the early models and add backup lights to all versions. I will also show you how to add pickups to the tender and a sound decoder.

The early version (Ver 1) came without lights or tender pickups and was a poor puller. The next version (Ver 2) came with a headlight but no tender pickups and had provision to add a non-sound decoder. The latest version (Ver 3) comes with a headlight and a 10 year old, very primitive decoder but again, no pickups in the tender.

Ver 1. First remove the boiler section from the chassis, there are 2 screws at the rear – under the cab, and one crew at the front behind the pilot truck. The body then just lifts off. You will see junk components around the connections to the motor and frame – remove these but leave a short tail on the bottom left of the motor, just makes things easier later.



Using wire left from a previous install, attach the red wire to the right frame half and the grey wire to the motor terminal above. The connect the black



wire to the left frame half and the orange wire to the motor terminal (the tail we left earlier). These wires need to be about 3" (75mm) long. Add a white wire that extends about 1.5" (38mm) past the front of the chassis. This will be for the headlight. Sit the wire between the frame halves and add a little tape as shown to hold in place.

Remove the front from the smoke box by slipping the handrails from the stantions and pull the front away from the boiler. We can now remove the plastic lens from the lamp and add the SMD LED as shown.



SMD LEDs, We will need three of these , one headlight and two back-up lights. They are 0603 size and come with leads attached. The colour is Golden White, Warm White or Sunny White and can be purchased from Gwydir Valley Hobbies or Richmond Controls or Timesaver Layouts. I get them without leads and attach my own as required. I also use SMD resistors but ordinary resistors can be used.

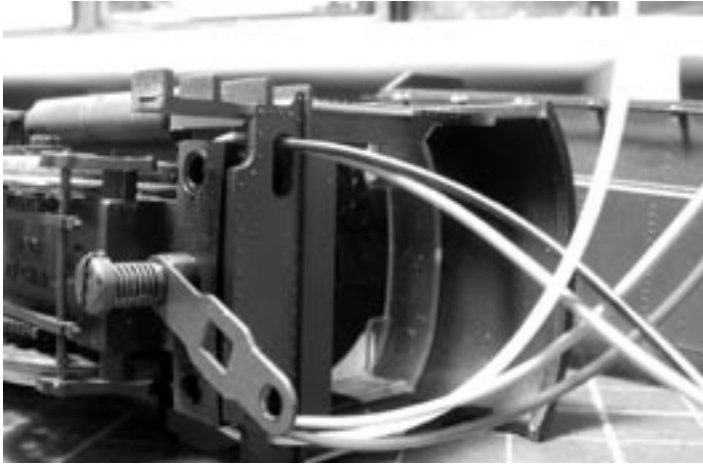
A small piece of printed circuit board is used for mounting the resistor and attaching the white wire from the decoder and a blue wire as the return to the frame. A 1K0 ohm resistor is used here – no heat and will never burn out.

The white wire (left) and the blue wire are then connected to the board. A small piece of PCB is used



to connect the blue wire to the frame. It is a tight fit between the two halves of the chassis.

All the wires at the back of the chassis are passed through the existing holes in the body as the body is re-attached.



A little work can be done on the front truck to help the pulling power of the loco. First throw the spring away. This will allow the loco to pull 3 extra BCH's up a 2% grade (1 in 50).

I fit the nuts to the trucks for the C32, C35 and C38. It is possible to do the same for the AD60, but that locos pulls OK without the mods.

Now that we have brought the Ver 1 loco up to Ver 3 it is time to work on the tender for ALL versions.



The addition of pickups on the tender wheels is required for all versions – even if you run them on an old DC layout. Here you can see a small piece of PCB glued to the underside of the

tender truck and a length of 10 thou phosphor bronze wire soldered to each. Two small holes are drilled in the web to hold the wire in place.



The wire is then bent up to rub on the back of the flange. The flange and tread are made of metal, the rest of the wheel is plastic and the axles are metal. This is done for both sides of both trucks. Fine flexible wires are soldered to the PCB and pass through holes drilled in the bottom of the tender.



Now to add the backup marker lights to the tender. For this I use 2 x SMD LEDs type 603. They come with leads attached so they are easy to use.



There are two cast on lights on the back of the tender. They are too small to drill into for the LEDs but we can cut the top half of the casting off and then glue the LED to the remaining stubs.

The LED is glued in place as shown and the leads pass through a small hole (#70 drill) drilled into the tender below the casting. I use Zapper Gap ACC for this.

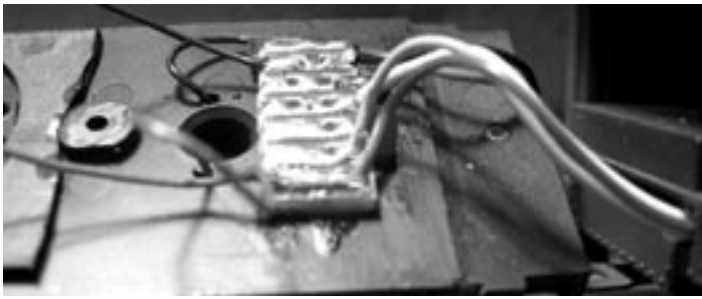


The two LEDs are wired in series and I put a 3k6 SMD resistor onto a small piece of PCB and then glue the PCB to the inside of the tender as shown.

Now to connect the loco to the tender. I cut a small slot in the front edge of the tender body, under the deck plate and then attach all wires to a small piece of Vero board glued near the front of the tender chassis.

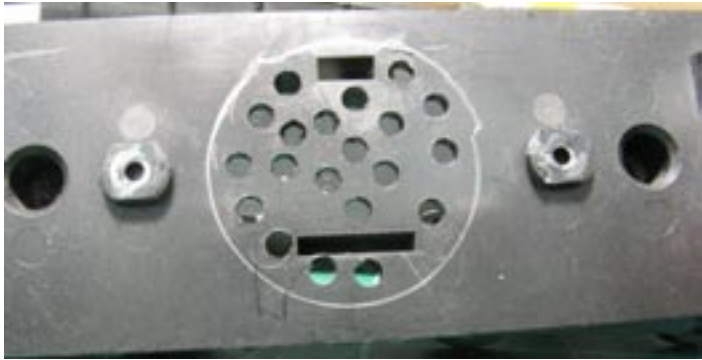
If you are using the later model it will have a small board in place already. Make a note of the coloured wires so that you can solder the correct wires to the board in the right place.

If you just wish to use the loco on DC with no decoder



connect the orange wire to the red and the grey white to the black. The loco will now run very well on DC. BUT, if you fit a non-sound decoder and still run on DC you will also get the directional headlight and marker lights. The ideal decoder would be the TCS T1. It has a plug on the harness, the decoder can be unplugged and a Tsunami plugged in its place at a later date.

Fitting a sound decoder is straight forward from this point on. You will need to remove the metal weights from the floor of the tender and drill some holes as shown.



It is your choice of speaker either a 23mm Hi Bass, a normal 27mm round speaker or a 20 x 35 all-rounder. Whichever speaker you use, remember to put a 1mm gasket between the speaker and the base.

The decoder will sit on top of the speaker or in the coal bunker under the coal load. Fortunately the C36 has plenty of room in the tender for a good speaker and a TSU1000 decoder.



Remember it is the depth of the coil that gives you the best bass not the diameter or length of the speaker. I normally use a 20mm X 35 mm speaker.

Although I use the Tsunami sound decoder, the QSI Quantum Revolution Decoder is the same size and shape. You just have to work out which sound set to order.

I have not mentioned and prototype detailing, I will leave that to the Australian modeller, but kept to upgrading for better, more satisfying running. All the above mods can be carried out on the 35 class as well.



Other things that can be added are marker lights on the smoke box, firebox flicker, cab lights etc. Once you start playing with small LEDs you get hooked on them.

From an operational point of view the lights can be programmed differently. When you press F0 (Headlight for NCE users) you turn on the marker lights and have them directional and then use F1 to turn the headlight on as required.

Hope you are having fun.

Gerry Hopkins MMR

Scanning of the KML photos begins

By Gerry Leone, MMR

NMRA Communications Director US

If you're a subscriber to NMRA Magazine (formerly Scale Rails) you've seen the "Timeframes" series of photographs printed on the magazine's last page. Those are all shots taken from the Kalmbach Memorial Library (KML) archives. The fact is, our NMRA Library has over 100,000 images, negatives, slides, plans and drawings, and only a handful have ever been seen by NMRA members because it would have entailed making a personal trip to Headquarters in Chattanooga, Tennessee, to flip through the files.

Soon that will all change, thanks to the NMRA's Diamond Club. The Diamond Club is a fundraiser specifically designed to support adding enhanced content to our website at www.nmra.org. The first item on the list of is scanning those 100,000 images and making them available for download.

The good news is that scanning of the photographs has begun! In August of 2010, Historical Archives Services (HAS), the firm the NMRA Board of Directors hired to do the scans and design the photo website, began receiving and cataloging shipments of photographs from KML. HAS estimates that the first batch of photographs will be available for



NMRA scanning -1: Railroading experts at HAS begin the daunting task of scanning the Kalmbach Library's massive collection of photographs, drawings, slides, and plans. The first photos should be available online in early 2011.

viewing online sometime in the first quarter of 2011, after a short period of beta testing late this year.

Putting the entire library online will be a costly, time consuming task, since each photo's listing will also contain highly detailed, searchable metadata, which is being added by the railroad experts at HAS. This detailed metadata will make it easier and faster for users to find exactly the photograph they're looking for. Current plans are to make the low-resolution thumbnails of the photographs available to everyone via the website around the clock. Users will be able to download high-resolution files, and NMRA members will receive a substantial discount. Proceeds from the scans will help fund the remainder of the project and future Diamond Club web projects.

As promising as this sounds, it's important to remember that the Diamond Club still hasn't reached its projected goal of \$75,000. If you haven't contributed to this worthy cause, please send your donation now to The Diamond Club, NMRA, 4121 Cromwell Road, Chattanooga, TN 376421, or do it online at www.nmra.org/diamondclub.



NMRA scanning – 2: Each of the 100,000 photos in the Kalmbach Library must be digitized, and important metadata added to each scan to aid in fast, efficient user searches. It's a time consuming process that will be an invaluable resource to members.

Fifty Years of Modelling with the NMRA

Glenn Stevens recently presented me with a certificate for 50 years membership in the NMRA, most of those as a Life member. This set me to thinking about the changes, both personally and model wise, over that half century.

I joined the NMRA as a young modeller and in my early years of membership was involved as an active modeller and NMRA Division Officer, helping to organise the Sixth Division of the PNR and promoting 100% Club membership. The decision to become a life member was pragmatic: I was young and the cost, although significant at the time, could be recouped over the years. Like many I dropped out of active membership because of work and family commitments, returning again as I neared retirement.

Some of my early activities included:

- Earning my spending money by repairing trains and spray painting brass locomotives for Calgary modellers (mostly for collectors) and spending six months of construction time building a La Belle coach kit
- Helping organise Calgary's 1963 Model Train Show with displays from the several local clubs, hand laying track on individual sleepers, building trestles on the largest club layout, building a number of structures for club and individual modeller's layouts, scenery modelling with what seemed like tons of asbestos 'shorts' and plaster mixture
- Hosting the first 6th Division NMRA annual meet and preparing clinics for the early meets, including one on designing model railway passes and another on developing tape-slide clinics
- Attending the 1965 'Totemland' Convention in Vancouver, which cemented my interest in narrow gauge, logging and branch line, rather than mainline railroading
- Building a display in 1966 that ran 24/7 for over a year to promote the Canadian Centennial (the train was fixed but ran in a circular route powered by a BBQ motor)

Remember Model Trains magazine? I purchased that magazine from December 1956 till it's eventual demise in 1964 when, if I remember correctly, my subscription was transferred Model Railroader magazine. I know that Railroad Model Craftsman continued to support novice modellers but Model Trains was the last magazine to be devoted to the novice. I've long been a supporter of niche modelling interests but the specialisation of model magazines and

emphasis on high quality modelling may well have helped alienate beginning modellers.

I've recently revisited those Model Trains issues and have some pleasurable memories of my early modelling activities: trackworker's dwellings (two family cottages, Fall 1957), crew house (Summer 1958), timetable operation (Fall 1958), and old time log buggies (March 1960).

This Pacific Pike 5900 model was very popular in Calgary because of the restored locomotive on display in the City. The painting required disassembling the model, careful masking, drying in a low temperature oven, and decaling. I probably painted a dozen locomotives in CPR colours during this time. The diorama is 4' long and used solely for display and photography, rockwork is asbestos shorts and plaster over metal screen and cardboard shapes, coloured with oils. The backdrop was painted by a local artist and came from the original Calgary Model Trainmen's Club layout. Trees and shrubs are commercial lichen plus plastic snap together pine trees.

My string of geared locomotives was a common sight on Elmer Holm's Yellowhead Northern as I did not have a large home layout. Weathering these locomotives provided some of my first publication credits (PNR 7th Division 'Dispatcher') towards the AP 'Author' certificate. The 'rust' marks on the shay look too extreme for current weathering practice but reproduced very well in the black and white photographs used for publication.

This layout, seen here through a display window, ran 24 hours a day for almost a year to promote Canada's Confederation. When built the design of the special promotional train had not yet been decided so my colour scheme and design was unique. The train is fixed on a circular section of ply fastened to a slow rotating BBQ motor. The low mountain is cantilevered over the centre of the track section so that the train disappears into tunnel and reappears on the far side again. If I recall correctly, the structures came other modeller's layouts but the design and most of the layout was my modelling. The layout in its CBD location was a hit with the public but less so with the Tourist Bureau staff as the plywood and plaster construction acted like a sounding board for the somewhat noisy mains-powered BBQ motor.

by Lynn Zelmer

Australasian Divisional Reports

NMRA DIVISION 1 (Queensland)

Lynn Zelmer and his 50 Years in the NMRA

By

Glenn Stevens

Div 1 Superintendent

I recently had the privilege and pleasure to present Div 1 Life Member Lynn Zelmer with his 50 Year Membership Certificate. A snapshot from some of his 50 years is



Lynn's years in the NMRA began as a member of the Pacific Northwest Region when he lived in Calgary, Alberta. Some of his first activities included helping organise the 6th Division for PNR, and the promotion of 100% club membership. He became a life member early on in his membership. Some of his early modelling activities that he remembers well included:

- Spending 6 months building a La Belle Coach kit.
- Earning spending money by repairing trains and painting brass loco's for Calgary area modellers.
- Helping organise the 1963 Calgary Train Show with displays from several clubs.
- Building trestles and structures for both club and modeller' layouts.
- Hosting the first 6th Division Annual Meet and preparation of clinics. Clinic topics included developing tape/slide clinics, and designing model railroad passes.
- Attending the 1965 "Totemland" Convention in Vancouver, which cemented his interest in narrow gauge, logging and branch line railroading.

Lynn has fond memories of Model Trains magazine which he purchased from 1956 until its demise in 1964. He believes it was the last magazine to be totally devoted to the novice modeller, with the current emphasis on high quality modelling maybe alienating beginning modellers. He recently revisited some of his Model Train issues which brought back pleasant memories of his early modelling activities. He remembers Trackworker's Dwellings (Fall 1957), Crew House (Summer 1958), Timetable Operation (Fall 1958), and Old-time Log Buggies (March 1960)

Lynn and fellow members from the South Bank Short Lines 100% NMRA Club were involved with the local Tourist

Bureau in building a display layout to promote the Canadian Centenary of Confederation in 1966.

At the time of the display, the design of the special promotional train had not been finalised, so Lynn's colour scheme and design was unique. The other unique aspect from a modeller's perspective was the fact that the train is fixed on a circular section of ply, which was driven by a slowly rotating electric motor from a BBQ. Seeing the layout ran 24/7 for almost a year, this was a distinct advantage. The low mountain is cantilevered over the centre of the track section so that the train disappears into tunnel and reappears on the far side again. Lynn recalls that the structures came from other modeller's layouts, but the design and most of the layout was his work.

Several manufacturers produced Canadian prototype brass locomotives, including a model of the CPR 5900 class which was very popular in Calgary because of the restored locomotive on display in that city. Lynn believes he probably painted a dozen locomotives in CPR colours around this time. The painting required disassembling the model, careful masking, drying in a low temperature oven, and decaling. The diorama in the photo is 4' long and used solely for display and photography. The rockwork is asbestos shorts and plaster over metal screen and cardboard shapes, coloured with oils. The backdrop was painted by a local artist and came from the original Calgary Model Trainmen's Club layout. Trees and shrubs are commercial lichen plus plastic snap together pine trees.

Lynn's string of geared locomotives was a common sight on his friend Elmer Holm's Yellowhead Northern, as Lynn did not have a large home layout. The weathering of these locomotives provided some of his first publication credits (PNR 7th Division 'Dispatcher') towards the AP 'Author' certificate. The 'rust' marks on the Shay may look too extreme for current weathering practice but reproduced very well in the black and white photographs used for publication.

Lynn and his wife Amy currently reside in Rockhampton, and in 2009 they hosted a scheduled Div 1 meeting when members and partners from the Brisbane area journeyed the 600 odd kilometres to Rockhampton.

Lynn edits the Australian Narrow Gauge Railway Museum Society (Woodford) and the Archer Park Rail Museum (Rockhampton) newsletters, and maintains web-sites for ANGRMS, Archer Park, the Australian Sugar Cane Railway (Bundaberg), QldRailHeritage.com, Modelling the Railways of Queensland Convention, the NMRA Narrow Gauge SIG, CaneSIG (the Cane Railway/Tramline Modellers SIG) as well as Division1. For the last five years, he's also been a regular contributor to Narrow Gauge Down Under magazine.

All in all Lynn is a valued member of Division 1, and notwithstanding Rocky is 600 km away, he is very supportive of Div 1 activities, and makes a special effort to be involved. Congratulations on 50 years mate – a job well done.

Fifteen of us attended our August meeting at Brad Hinton's place where we were honoured by the presence of David Howarth from Sydney. David had rashly promised on his recent re-election to office that he would visit the far flung posts of his empire and was now being held to his word, wondering if he had made a big mistake.

John Prattis displayed his early (1855) NSW livestock wagons - chockablock with sheep! These really do look terrific and the wagons now have a nice weight too. But when we got down to the details, it emerged that John had callously severed all their feet to get them to fit properly. Luckily, his modelling period is prior to the founding of the RSPCA!

Our Regional President was then invited to speak. First he led us on a guided tour through the assembly sheds near



Newcastle where diesel locos are currently assembled by United Group Ltd (UGL) under agreement with General Electric in USA. During tea, we discovered that David also had slides of his talk on the New York Central with him. Determined to squeeze the most out of our visitor, we prevailed on him to present the NYC too. Thank you David, for a very enjoyable visit.

In September, fourteen of us met at Rob Anderson's. Getting down to business straight away, we discovered that six of us receive MainLine via the Internet only and do not receive printed copies in the post. This was one of those things that seemed like a good idea at the time, but with the online version now being made to lag six weeks behind the printed copy, perhaps this was not quite so clever after all. Fortunately, the forthcoming publication of our own newsletter, The Flimsy, should fill this gap very nicely. Rob Anderson showed us his easy-to-assemble spray painting booth, recently bought for \$140.

While this was going on we were enviously admiring the magnificent braces worn by Stephe Jitts. The aforesaid braces resemble a flexible pair of railway tracks and not only were they dazzling in appearance, they had an added bonus in that they also appeared to hold Stephe's trousers up quite effectively.

Steve Walker gave us an illustrated talk about his visit in June this year with Malcolm Risby to the Pacific North-West Region of USA, focusing particularly on the BNSF

in the Marias Pass area where the BNSF runs through the Rocky Mountains in northern Montana.

John Gillies hosted our October meeting. The exhibition at Bungendore the previous weekend went well. This was the first time our Module Group has exhibited away from Canberra and we have now shown that we can handle away matches. Altogether it was a good exhibition, making the excursion thoroughly worthwhile for those who made the trip.

Show-And-Tell brought forth some interesting items, including Jess Brisbane's advice that we can get perfect O scale watermelons by buying Jelly Belly jubes and Rob Nesbitt's nicely finished HO scale mighty PRR class FF1 electric locomotive 'Big Liz'. This was a side rod driven giant of 260 tons and 6 driving axles whose starting tractive effort was a colossal 140 000 lbs. Built in 1917 'Big Liz'



was far too powerful for the wagons and couplings of the day and proved herself readily capable of destroying her own train!

John Gillies then took us around the USA on the tour he did recently. We began at Los Angeles, then up the Pacific coast, across to New York, down to Texas and then back to the Pacific coast again.

In Washington state, John was the only Australian in about 250 attending the Northern Pacific Railway Historical Association convention in Spokane in July.

Amongst John's many fellow enthusiasts and friends in USA was one in Texas who got bored with modelling the North West USA prototype and took on a more interesting challenge - his HO layout is of Narrabri! Yes, that's right - Narrabri! First in the audience to recover the power of speech was David Bromage - "You mean he finds Narrabri more interesting than USA railroading?!" Yes indeed. John's friend is carefully modelling the lot - Narrabri West, Wee Waa, etc - it's all there, beautifully and accurately modelled, and John has the photos to prove it. If all this sounds just too far-fetched, then see <http://northofnarrabri.blogspot.com/> and click on 'John Gillies' somewhere in the text for photographic evidence and also click on the owner's profile to find even more surprising places in Texas such as Peak Hill, Coolah and Gunnedah.

August, September, October & November 2010

August 2010

Sixteen members and guests attended the meeting at the home of Laurie & Rosemary Green located in Sunbury northwest of Melbourne. Laurie is one of the principals of the Outback Model Company, which produces laser cut construction kits - <http://www.outbackmodels.com/>. Laurie has a web site which is a wealth of modelling information, <http://www.lauriegreensweb.com/>. Many of Laurie's structures are displayed in a room which has become a museum of his work completed over the years. Well worth a visit if you are seeking inspiration.

Models presented for show and tell include;

Geoff Truman – RKIY, RRZY & RQZY double stack container wagons;



Laurie Green - O scale outhouses and fence by Outback Models, and McPhees reconstruction;

And an assortment of reading material for

kindling the mind.

September 2010

23 members and guest arrived at the home of John and Lynn Cracknel near Geelong southwest of Melbourne. John has an exhibition layout, Dingo Crossing. Principals of Outback Model Company, Laurie Green and John Hunter were in attendance, and much discussion about future projects occupied much of the day with your editor looking forward to HO kits.

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

Dan Pickard – O scale scratch built shed with peeling paint using hairspray technique;



John Hunter – Thurogoods Warehouse in HO scale (not O scale);

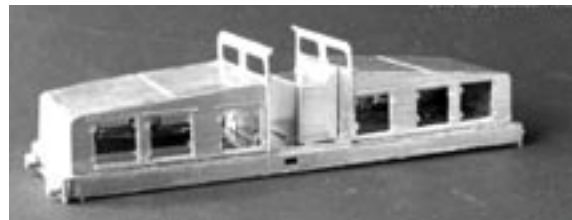
Michael Holien - HO_VR- Sclass from TrainBuilders;

Paul Ritchie - S scale mining building.

October 2010

A pleasant spring like day saw 13 members and guest attended the home of Peter & Michelle MacDonald, located at Bacchus Marsh, northwest of Melbourne. Peter provides a kit building service, and you will find him at shows reading to answer questions. He is known for having more On30 puffing billy locos pass through his hands than most people ever get to see. Peter has a VR layout built to HO scale.

Grant McAdam – O scale buckboard by outback models, piano by BTS models;



Ian Mitaxa – 00 English Electric mine

loco by Judith Edge Models;

Laurie Green – O scale flower seller cart by Outback Models;

Paul Ritchie HO cabooses & Hiawatha by Fox Valley;

Peter MacDonald – On30 Malcolm Moore Tractor, Model Company of NZ;

November 2010

Twelve members & guest met at the home of Geoff & Diane Trueman. Geoff has connections with Broad Gauge Models and is often seen soldering brass and white metal kits at the



many model railway shows around Melbourne. Geoff is also a member of the Sunbury model railway club and he possesses two modules from the clubs exhibition layout 'Beechy'. Geoff's modules are known as 'The Black stump'.

There was the usual mix of model railway magazines

and books to keep most arm chairs modellers enraptured for the day. Models on display were a pleasant mix and included:

Grant McAdam – completed O scale church by Outback models;



Bob Jenson – HO scale SEM U van with super detail, and Austrains I truck with steel floor;

John Cracknel – HO Austrains NR class diesel;



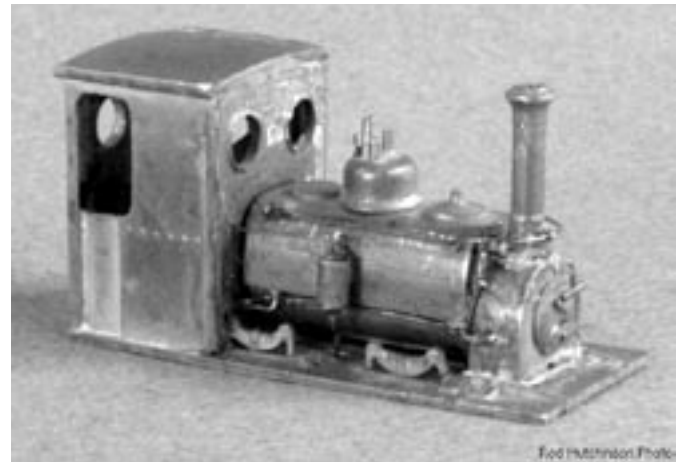
Geoff Truman – RKIY, RRZY & RQZY double stack container wagons;

Rod Hutchinson – HO Banta Models Service Station, BGM Australian cottage and 009 Salford Models Quarry Hunslet.

The meetings for the last four months have, as usual, been a wonderful opportunity for like minded souls to share in the joys of model Railways. Grant kept the formalities to a minimum, reminding us of up and coming shows and events, and importantly, that our Division will host the NMRA Victorian Convention in 2011. Grant provided an update and has advised that it will run in October 2011. A formal meeting of the committee will occur shortly. Grant finished off with thank you plaques presented to all our hosts.

Rod Hutchinson,

Mooroolbark, Victoria.



10th Australian Narrow Gauge Convention

23 & 24 April 2011

Easter Saturday & Easter Sunday

Hands on workshops, demonstrations, lectures, clinics, competitions and social activities

for narrow gauge railway modelling enthusiasts.

Transport

A free shuttle bus will operate between select Ipswich city hotels and The Workshops Rail Museum during the Convention.

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Meeting Report – Div 7 –October NUMBER 1

On this Saturday we made the trek to Brewongle – 15 km east of Bathurst. The week leading up to the visit was



warm and sunny, BUT, on the Saturday morning it was snowing – in mid-October. This did not deter over 50 keen modellers from visiting the layout.

The layout depicts the NSW main line from Tarana to Bathurst, circa 1960. All the main features of the area are show and all buildings are scratch built. The layout is housed in a large steel shed that is well lit and insulated. From the outside the building looks like a typical wooden barn.

The layout room is 75 ft x 35 ft and the layout is an



elongated “C” shape. On one side of the room is a large pot-bellied stove – the pot-bellied operators are on the other side. The layout is run on DCC and visitors were invited to bring along a train or two to run on the layout. As the meeting started at 11.00am and people had had an early breakfast and start, a light lunch was provided at 1.00pm.

On the layout, the trains ranged from Victorian Steam hauled blue trains to the mighty Hiawatha. There were also plenty of 32, 35, 36, 50, 38 and Garretts. One loco was the original pre-production 32 that was now 4 years old and was still running as reliable as ever. This loco “lives” on



the layout and does quite a few laps of the layout whenever the layout runs.

For 20% of the visitors it was the first time they had seen snow actually falling. By 4.00 pm people were leaving and the weather had cleared up. For those who returned to Sydney on Sunday the weather was beautiful – not a cloud in the sky.

It just goes to show that we can all have a good time at the monthly meetings. The layout was built by John Brown over a three year period for Paul and Bonnie and many thanks to them for allowing us to visit their layout.

Gerry Hopkins MMR

Div 7 September Meeting

On Saturday the 11th, the weather was excellent and over 60 members met at Doug and Dale Wallace’s home at McGraths Hill, near Windsor.

Doug’s has called his layout the Mohawk Springs and Northwood. It is a freelanced layout set in the 40’s – 50’s transition period and Doug uses DCC by NCE. The layout occupies what was previously a large garage which has been extended lengthways, and is now a permanent train shed. Having completed most scenery and operational items, Doug has plans to extend the layout into another shed located to the right rear of the existing building.

On the day, trains ran faultlessly and the scenery and industries were interesting and well constructed. Doug gave a short presentation on the design principles and construction of his layout and his expansion plans. We were then served with a delicious afternoon tea created by wife Dale and daughter April and assisted by members’ wives.

Thank you Doug, Dale and April for your hospitality.

Erik Bennett

Although it has been some years since the untimely death of Rod James, the legacy of this staunch NMRA

modeller lives on. I think most members are familiar with his superb model Wingham. This is beautifully

reproduced model of the approaches ,station and goods yard of the Wingham railway environs .It is a reproduction of the whole railway station and approaches of the mid nineteen sixties.It is more amazing when you realise it was built almost entirely relying on photos of the area.

After Rod,s death his widow approached the Taree Club offering them the layout,but on the proviso it was not taken to exhibitions or shows.Naturally the Club was more than happy to comply with her request. We were still in the old Clubrooms at Cundletown Scout Hall when it first arrived and because of lack of space the whole layout could not be assembled. However on the move to the present Clubrooms it was no longer a problem to assemble the whole.

Needless to say it creates a lot of interest amongst locals when viewed on Open Days.In fact whilst viewing it earlier this year one retired Railway employee pointed out the crossing gates on the Taree / Wingham road and proudly told me.” My first job with the Railway was living in a tent alongside those gates and opening and closing them for trains .”How times have changed.

A major overhaul of all the electronic components on Wingham was completed last year to keep it running smoothly.And Club member Phil Calvert has just completed a masterful job of refurbishing all the buildings.And Rod would be pleased to see that it is enthusiastically operated by David Porter ably assisted by other members.

Members have been enjoying an ongoing programme of visits to the personal layouts of their fellow members.So far we have visited some superb modelling layouts by Noel Sawyer,Graham Stallard ,and Mike Bartlett. And wednesday will see the second visit this year to Club Secretaries Mike Peters. All the layouts are modelled on different scenarios of our hobby and cover a real feast of detail on the types of locos and rolling stock modelled,from the giants of the Union Pacific to the ever popular Australian scenes.And as we all know we can always gain further knowledge in our hobby by looking at how other modellers operate .We are never to old to learn something new.There was an unusual inclusion in the loco yard on Mike Bartletts Union Pacific layout.More than a few eyebrows were raised to see ‘Thomas the Tank Engine “ nestled amongst the Big Boys and Challengers.But as Mike explained “my three year old grandson has to have something to run when he visits”.

Wednesday will also see a sad event for club members.They are holding a farewell dinner for a very popular and enthusiastic member Albert Pratt. Unfortunately ill health has dictated that Albert and wife Dianne sell their home in Old Bar and move to be closer to their son in Hervey Bay .Albert will be sorely missed as among duties he has performed was Club

Secretary and the last couple of years he has been Membership Secretary.And has performed admirably in all his work for the Club and members.Having said that we all wish Albert and Dianne a long and happy residence at Harvey Bay.

The Club has done well in the last year on the membership front,having attracted about eight new members.Unfortunately though as always this is offset by the loss for various reasons of other members. But as with all organisations we are doing our best to attract new people and there does seem to be a growing interest in the hobby.

Work is continuing on the various Club layouts .Warwick Williams and Greg Spekking are building a new N Scale layouts specifically to take to various Open Days and other promotions that we are invited to during the course of the year.In particular New Years day at the Harrington Bowling Club.The only Z Scale modeller in the Club Kevin Bambury is looking at building a new layout for this purpose too.The Club has also been approached with a suggestion of taking the above layouts to display and entertain some of our Senior Citizens in the local Retirement Homes.

Somerton which is the Clubs DCC project is well under way.Work on the scenery and infrastructure is being undertaken by various teams of members. The Coal Mine complex is well under way under the watchful eye of Gordon Robbie and Cameron Potts. Whilst Kevin Garland is fully occupied in building a very realistic looking Timber Mill. Kevin has plans to utilise the wonders of Digital Electronics to actually have sound and movement operating in the mill. Another major project in the offing on Somerton is the introduction of a Operational Specialist Interest Group.The training of the interested members has already begun under the guidance of Chris Minahan and Damien George .I,m sure most members are familiar with the concept behind O.P.T.G. That is to introduce a fully scheduled and programmed series of train movements operating as close to possible as to how the prototype rail traffic would run.Chris has written a complete programme of train movements which can actually be watched as they are happening on the computer monitor over the layout.Martin Cronk as been doing some stirling work in assisting Chris.So there is no doubt in the minds of Taree members that DCC is the way to go.

Saturday and Sunday 6/7th of November will see a return visit to the club by several Sydney members of A.M.R.A.They visited earlier in the year and enjoyed it so much they are having an encore.As usual they will be made most welcome.

Club members were planning a visit to the Coffs Harbour Model Railway Club and the Dorrigo Rail Museum this month. But much to their disappointment it will have to be rescheduled for next year.Because of a busy calendar Coffs Harbour were

unable to fit it in before Christmas, and of course the other complication is the fact that the Coffs Club layout is not permanently erected. This is because they do not have a permanent Club Room as such and have to hire a pavillion once a month at Coffs Showground. Luckily their layout was totally planned around the process of every month having to be built and then dismantled and stored.

The Clubs oldest layout Manning is nearing its 21st birthday. Sadly for quite a while it languished because of the building and interest in Somerton and DCC. But happily it is enjoying a new lease of life. Two of our new members John and Michael O Donnel are getting a lot of use and enjoyment out of it. John and Michael

are very keen and are not "Rivet Counters" as they run a wide variety of American, British, and Australian locos and rolling stock. As Michael and John rightly says "I like it so I run it".

And isn't that the beauty of our hobby we have the freedom to do what we like. The only barrier is your imagination.

Ted Wheeler

Publicity Officer 65570204

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