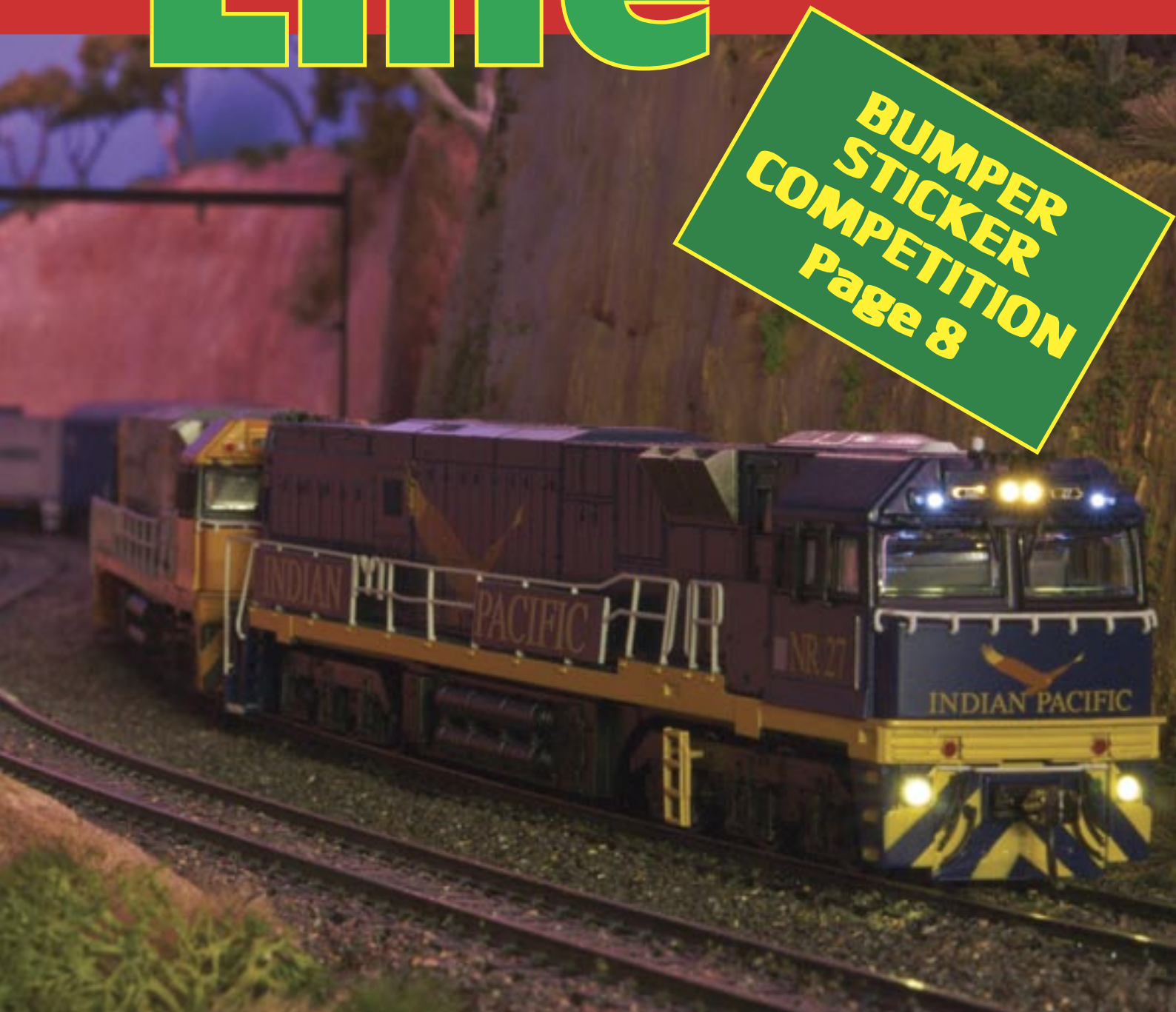


# Main Line

Autumn 2011  
Volume 28 No1

National Model Railroad  
Association Inc.  
Australasian Region

**BUMPER  
STICKER  
COMPETITION**  
Page 8



## Features:

Darling Downs MRC and the Floods  
Divisional Reports  
Queensland Tourist Award for The Workshop Rail Museum  
Let There Be Light  
The Railways of Martindale Creek  
A Philosophy of Prototypical Operation



Registered as Australia Post Publications # PP241613/00080

# Australasian Regional Directory

www.nmra.org.au – NMRA Inc. PO Box 25 Pymble NSW 2073

## Regional Committee

President	David Howarth	(02) 9498 4995	president@nmra.org.au
Vice President	Erik Bennett	(02) 9997 7971	vicepresident@nmra.org.au
Secretary	Kelly Loyd	(02) 4956 5793	secretary@nmra.org.au
Treasurer	James Wyatt	(02) 4751 1596	treasure@nmra.org.au
Pacific District Director	Peter Jensen	(02) 4024 1903	director@nmra.org.au
Member	Phillip Anderson	(02) 9879 0307	phillip@nmra.org.au
Member	Rowan Mangion	0416 113 588	rowan@nmra.org.au
Member	Paul Marrant	(02) 4959 6683	paul@nmra.org.au
Public Officer	Rob Peterson	0408 682 336	publicofficer@nmra.org.au

## Superintendents

Division1 Queensland	Glenn Stevens	(07) 3207 2442	div1sup@nmra.org.au
Division 2 ACT	Viv Brice	(02)6254 8204	div2sup@nmra.org.au
Division 3 Vic/Tas	Grant McAdam	(03) 9578 8685	div3sup@nmra.org.au
Division 4 WA	Alan Burrough	(08) 9364 6527	div4sup@nmra.org.au
Division 5 New Zealand	Kelvin Sherson	(04) 234 8577	div5sup@nmra.org.au
Division 6 SA	Geoff Chatwin	0414 702 755	div6sup@nmra.org.au
Division 7 NSW	Erik Bennett	(02) 9997 7971	div7sup@nmra.org.au
Division 8 Nth Rivers	Ian Phemister	(02) 6658 2626	div8sup@nmra.org.au
Division 9 mid North Coast	Mike Bartlett	(02) 6553 6227	div9sup@nmra.org.au

## Regional Volunteers

A.P. Manager	Gerry Hopkins MMR	(02) 4329 0242	ap@nmra.org.au
A.P. Asst. Manager, Vic	Laurie Green MMR	(03) 9744 5188	apvicevic@nmra.org.au
A.P. Asst. Manager, S.A.	Ray Brownbill	(08) 8389 1045	apvicesa@nmra.org.au
A.P. Asst. Manager, Qld Nth	Graham Emery	(07) 3409 4784	apviceqldnth@nmra.org.au
A.P. Asst. Manager, Qld Sth	Martyn Jenkins	(07) 5563 7554	apviceqldsth@nmra.org.au
A.P. Asst. Manager, W.A.	Phil Knife MMR	(08) 9459 4506	apvicewa@nmra.org.au
A.P. Asst. Manager, ACT	John Prattis	(02) 6291 7898	apviceact@nmra.org.au
Librarian	Paul Marrant	(02) 4959 6683	librarian@nmra.org.au
Contest Chairman	Gerry Hopkins MMR	(02) 4329 0242	contest@nmra.org.au
Editor –MainLine	Geoff Horne	(02) 4954 7632	editor@nmra.org.au
Web Master	Wayne Eagle	(02) 9627 9892	webmaster@nmra.org.au
Web Updates	Gerry Hopkins MMR	(02) 4329 0242	updates@nmra.org.au
Education Chairman	Gerry Hopkins MMR	(02) 4329 0242	education@nmra.org.au
Membership	Denise Bennett,	(02) 9997 7971	membership@nmra.org.au

33 Kananook Avenue, Bayview, NSW, 2104

**FINE ART  
MODEL TRAINS**

**NEW  
USED  
CONSIGNMENT**

Shop online at:

[www.fineartmodeltrains.com.au](http://www.fineartmodeltrains.com.au)

[info@fineartmodeltrains.com.au](mailto:info@fineartmodeltrains.com.au)

**The best in BRASS MODELS for  
discerning modellers and collectors.**

North Bank Lines Division Point  
Glacier Park Trainbuilder

Call Phil on 0408 97 55 22



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

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

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

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

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

Cut-off dates for article submissions:

- \* Winter 2011 13th May
- \* Spring 2011 12th August
- \* Summer 2011 11th November

The Editor

Mainline

29 Kenley Crescent

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:

treasurer@nmra.org.au

Mainline reserves the right to refuse or drop  
advertising for any reason.

Advertising in Mainline in no way  
constitutes an endorsement by the National  
Model Railroad Association. NMRA Inc.

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

# Contents

<i>Vale Vic Quince</i>	
<i>Ken Scales</i>	8
<i>Darling Downs MRC and the Floods</i>	
<i>Ted Freeman</i>	10
<i>Queensland Tourist Win for THE Workshop</i>	
<i>Rail Museum</i>	
<i>Glenn Stevens</i>	12
<i>Let There Be Light</i>	
<i>Eddie Gallier</i>	14 & 21
<i>Eureka Valley Narrow Gauge Building Tips</i>	
<i>Peter Jackson</i>	19
<i>A philosophy of prototypical operation</i>	
<i>Gerry Hopkins</i>	22

## Regular Departments

<i>The Computer Keyboard</i>	4
<i>From the Cab</i>	5
<i>Pacific Director Report</i>	6
<i>Divisional Calendar</i>	7
<i>Divisional Reports</i>	23

## Photo Credits

**Front Cover:**

*A pair of NRs hit the early morning light before  
passing through Mount Victoria on Eddie Gallier's  
layout featured in this issue. Photo by Stephen  
Thompson*

**Centrefold:**

**Left side:**

*Mount Victoria station day and night time shots.  
Photos by Stephen Thompson*

**Back Cover:**

*The same two NRs as on the front cover but the  
change with the application of different coloured  
lighting is remarkable. Photos by Stephen  
Thompson*





# The Computer Keyboard

with

Editor - Geoff Horne

The world has gone crazy lately with Nature trying to show us just how vulnerable we are and that we should start taking notice.

In the last issue, Paul Marrant asked if I could include a thank you to all of those members of the NMRA family who made his open day a raging success.

Not to be outdone, Paul has once again put up his hand to have a go at running one himself but no doubt his band of willing workers will be there to make sure he doesn't overdo things.

I have another email that I would like to share with you which re-enforces the Family aspect of the organisation:

*I can relate to Paul Marrant's article in the summer edition of the mainline. The NMRA is much more than just a model train organization.*

*On the 29th December, my wife suffered a stroke whilst we were on holiday in Adelaide with our two young boys. It has been a month now that we have been here in Adelaide with Mary in Flinders Medical Centre, slowly recovering from her condition. The boys are struggling to deal with their mummy being sick and unable to go home at present, and I have been trying my best to keep them occupied in between hospital visits.*

*I spoke with David North who got in contact with Ron Solly here. As a result, we have been able to show the boys a couple of model train layouts here in Adelaide.*

*Last Friday the boys and I visited Ron, who kindly showed them his British layout, and let the boys operate a railcar with him. We had a very pleasant morning chatting about trains over a cuppa, and the boys thoroughly enjoyed themselves operating the layout with Ron.*

*On Sunday we were also invited to Ken House's place. He also had his grandson Tom over, who brought his trains with him to show Daniel & Benjamin. The three boys had a great time together operating trains on Ken's South Australian layout, whilst Ken and I had a chance to talk trains too. It was interesting to watch the three of them very quickly understand the Lenz DCC system, and obey the signaling system on the layout. Just so we felt at home, Ken also put on his Super Chief, which the boys were quite excited about.*

*The NMRA for us (myself and the boys), stands for great bonds of friendship, and a community of members who go out of their way to help others, share information, and as Paul mentioned, lending a helping hand.*

*For my boys it was a great opportunity to meet someone their own age group with a common interest – trains. It was also great to see them have a bit of fun, on what was supposed to be a family holiday that turned into family nightmare. Mary is on the road to recovery, albeit slow. We are hopeful that she can be transferred back to a Sydney hospital in the coming weeks, and we can finally get back home.*

*I would like to pass on my sincere thanks to David, Ron and Ken who through their generosity and thoughtfulness have brought some happiness to my boys during this difficult time.*

*Regards*

*John Arrowsmith*

*On behalf of the members of NMRA Australasian Region, I wish to offer our best wishes and condolences to all of those families who have suffered losses or injuries during the recent earthquake in Christchurch, New Zealand. You are always in our thoughts.*



# From the CAB

with  
David Howarth - President NMRA AR

Australia is going through a bad patch with respect to our weather. The floods in Queensland are unprecedented, and other States are not fairing much better.

I spoke to NMRA member Ted Freeman in Toowoomba after the torrent of water rushed through their CBD and found him safe. Their new clubhouse had some water through it, but no one was harmed. Glenn Stevens, Division 1 Superintendent, believes that all our members are safe. My understanding is that some members have had flooding and have been inconvenienced but with no injuries or major damage.

I have not heard of any major problems from other States. These disasters make me think about the insurances we carry to cover the costs of replacing our layouts and rolling stock, if we lost them by flood, fire or theft. Should you be doing something about updating your insurances?

I have been adding items to "Message from the President" which can be found on the right-hand side of our website Home Page. Please look at these items to bring you up to date on some Association activities. From my messages, I note we are helping support the establishment of a museum in Sacramento, California devoted to scale model railroading, and nine of our members will be celebrating twenty-five years of continuous membership in our Region this year.

I am pleased to announce that James Wyatt has put up his hand to become our Treasurer, and a member of the Regional Committee. He replaces Sam Mangion who resigned recently. Welcome James and we trust you will enjoy the journey.

At last count there are about thirty of our Australasian members who will be attending the X2011 NMRA National Convention in July this year. If you want a week of fun, think about registering, and joining your friends. Peter Jensen is organizing an Aussie/Kiwi get together for sometime during the Convention.

On my modeling front, I have "gone to the dark side" and left O Scale modeling for a while, to try my

hand at building a small HO switching layout. I have built the baseboards using Capral aluminum square tubing and extruded polystyrene. This came from a suggestion by Steve Pettit who uses this method. It creates a very strong base, which is very light compared with using wood. This is very useful if you are considering a mobile display layout. I am building the layout to tackle the electrical side of our hobby, which has always been a "black art" for me. I am using the requirements of the Achievement Program to challenge me to try new things, and I encourage you all to have a go at this Program, and particularly those activities, which get you out of your comfort zone. That for me is doing the electrical items!

One excellent tool I have just used in building this layout, is the Fast Tracks jig and accessories for making turnouts. I have found this system a pleasure to use. It is great when someone designs a well-engineered piece of tooling. I have used the system in both HO and O Scales with good results.

Until next time, David



**HAVE 50 MODEL RAILROADING CLINICS  
RIGHT IN YOUR LIVING ROOM.**

Just because you can't make it to a national convention doesn't mean you have to miss out. Right now the NMRA's Kalmbach Memorial Library has over 50 DVDs of clinics presented at national conventions from 2002 to 2010. Each is available for NMRA members to borrow for the cost of processing and postage.

So you can see clinics on everything from decoders to design, tools to techniques, helixes to highways, and research to resin casting.

All from the comfort of your very own couch.

Visit [www.nmra.org](http://www.nmra.org) and go to the Kalmbach Memorial Library page for a complete listing. Or call the Library at 423-894-8144.



**We make it even more fun.**  
[www.nmra.org](http://www.nmra.org)

Then, get that popcorn ready.

## Report from the PACIFIC DISTRICT DIRECTOR

I am pleased to say that we now have our first sub-district up and running. The Taiwan Sub-District (TSD) has been operational from January this year with 8 new members and one existing life member. The Australasian Region is the sponsoring region and will be working with the TSD to provide them with the services and assistance where, and whenever, possible. The initial superintendent of the TSR is Ivan Yih, who a lot of you will know from the last two conventions.

There are many railway modellers across the world and these chapters, like the TSD, will help to spread the influence and reach of the NMRA. In email conversations with some of the members across the Pacific District, most do not see a long term benefit of membership as they feel they are too isolated. They do not have the benefits of our programs, and they do not have the benefit of the fellowship that follows within our region and divisions. The goals for creating these sub-districts have been:

1. To help service and provide a reason for remote modellers to join and enjoy the fellowship of the NMRA
2. To provide the remote members a feeling of belonging to the NMRA family
3. To expand the boundaries of the NMRA

Several people gave me assistance in getting this in place. Jenny and her staff in US HQ, Bob Amsler (NMRA Counsel) for reviewing the process and the by-laws, and the AR membership team of Denise and Erik. Thank you all.

### *Sacramento Conention*

There are currently 28 Australians and New Zealanders registered for the convention. We will be holding an informal get together on the first Sunday evening, the time and place to be advised. If you are intending to go, please let me know so that we can hook everyone up together. This should prove to be a great convention. I hope I will see you there.

Cheers ... happy modelling

Peter Jensen

Pacific District Director

# EXTRA 2011 WEST

# X2011

# 2011 NMRA CONVENTION SACRAMENTO, CA

# ***DIVISIONAL CALENDAR***

## ***Queensland***

19th March	Eddie Stavleu	16th April	Laurie McLean MMR
21/22 May	Division One NMRA Train Show	16th July	Graham Emery
20/21 August	Visit To Warick	17th September	Justin Walker
8/9 October	NMRA Regional Convention, Melbourne	15 October	Martyn Jenkins
19 November	Glen Stevens	17 December	Division One Christmas Party

## ***Canberra***

15 Jan	John Prattis	12 Feb	Mal Risby
19 Mar	Jess Brisbane	9 Apr	Wal Pywell
7 May	Tony Payne	4 Jun	Viv Brice
2 Jul	John Bullen	30 July	Ken Macleay
27 Aug	Rob Anderson	24 Sep	John Gillies
Oct 8/9	Regional Convention, Noble Park, Melbourne	22 Oct	David O'Hearn
19 Nov	Brad Hinton	10 Dec	Steve O'Brien

## ***Victoria***

Feb 13	Paul & Cathie Richie	Ballarrat	Mar 20	Bill & Karen Black	Emerald
Apr 10	TBA		May 15	Ron & Jan Wrigglesworth	Bayswater
Jun 19	TBA		Jul 17	Gavin & Louise Hince,	Clifton Hill
Aug 14	Laurie & Rosemary Green	Sunbury	Sep 11	Bob & Myra Thornton	Hoppers Crossing
Oct 8-9	NMRA CONVENTION, Noble Park, Melbourne,		Nov 13	John Dennis	Mitcham

## ***South Australia***

05 Feb	Peter Jackson
02 Apr	Ron Solly
04 Jun	Max Wright
06 Aug	Scott Taylor
01 Oct	Ian Wade
Oct 8/9	Regional Convention, Noble Park, Melbourne
03 Dec	Ray Brownbill

## ***Sydney***

Mar 12	Doug Cook	41 Mawson Street,	SHORTLAND	4951 6925
Apr 9	Eddie Gallier	10 Bonnefin Place,	CASTLE HILL	9659 2967
May 14	Geoff Nott	22 Iona Avenue	NORTH ROCKS	9630 7628
Jun 11	Sam Mangion	164 Buff Point Road,	BUFF POINT	43992150
Jul 9	John Montgomery	12 Lindwall Place,	SHALVEY	9628 9921
Aug 13	Vic Quince	76 Good Street,	GRANVILLE	9637 6683
Sep 10	Paul Marrant	23 Puntee Street,	KILABEN BAY	4959 6683
Oct 8/9	Regional Convention, Noble Park, Melbourne			
Oct 8	John Baker	54-60 Rosebery Road,	KELLYVILLE	9629 2349
Nov 12	Bob Best	34 Winnicoopa Rd,	BLAXLAND	4739 1953
Dec 10	TBA TBA			



# NMRA-AR Bumper Sticker Competition

**Division 2 members suggested to the ARC that the NMRA - Australasian Region hold a competition for the design of a 'Bumper Sticker' to help promote our great Model Rail organisation.**

**Size to be approximately 70mm x 200mm**

**Closing: Close of business 30th April 2011**

## **Conditions:**

This competition is open to Financial members of this Region. Entries will remain the property of the NMRA - AR.

### *Email Submissions:*

Public Officer, Rob Peterson - publicofficer@nmra.org.au

### *Mail Submissions:*

Public Officer, NMRA Inc., PO Box 25, Pymble, NSW, 2073



***"The judges are the ARC, whose decision is final. If there is no suitable entry, no prize will be awarded"***

## VALE VIC QUINCE

*By Ken Scales MMR*

Vic Quince passed away on 15<sup>th</sup> February after a short illness. Vic belonged to the NMRA for many years and was an avid train enthusiast. His father fought on the Western Front in the First World War. He returned to Australia after being seriously wounded and worked as a train driver on the NSW Government Railways until he died when Vic was relatively young.

Vic was the youngest of seven children and his first model trains were bought with money he earned on a paper run. Vic suffered a very serious lung complaint as a child and doctors considered he would never be fit enough to work. He was given a lifetime disability pension. By age 19 he was looking after an invalid mother. He got a light duties part time job to earn money to repair the roof on the family home and in a quite incredible feat he then took on a full time job that required heavy manual labor. He improved his health to the point where he got an even more physical job at the local plaster works where he worked for the rest of his life.

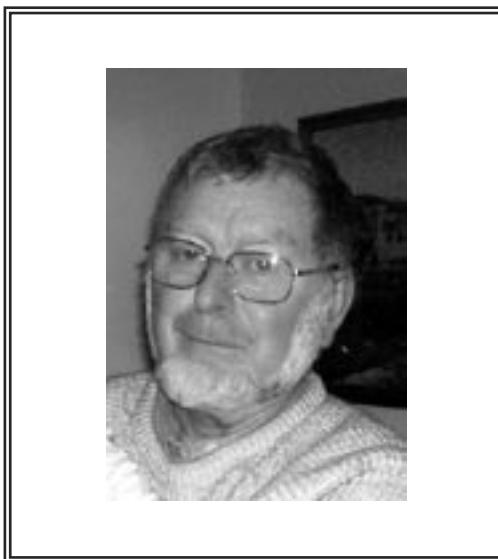
Like many of us his interest in trains stayed submerged for the next 20 years. He raced slot cars then became involved in motor sport as a member of the Hills District Car Club. He built and owned many high performance road cars but as NSW became the nanny state his interests turned back to railways.

Vic became involved with the Dorrigo Steam museum about the same time as he met the love of his life Beryl. He and Beryl spent some time helping to reopen the line from Glenreagh to Dorrigo. They traveled regularly to Dorrigo in the following years helping to restore carriages and other exhibits for the museum. Vic also made many generous donations to the museum.

He and Beryl rode trains all over the world whenever they went on holidays. He also built his model train layout in a specially constructed room in the backyard of his home at Granville. He had very good engineering skills and quickly became a very skilled modeler. He had designed a large extension to the layout which also involved revamping some of the existing layout to a very high standard.

Vic and Beryl hosted many monthly NMRA meetings. Between Beryl's great cooking and Vic's warm friendly personality their meetings were something

special to look forward to. Vic made friends with people where ever he went. Many people stayed in contact and remained friends with him for the rest of his life. I met him 45 years ago and traveled with him for most of his journey through life. Like all who knew him I will miss him dearly.





# TIMESAVER LAYOUTS

## QUALITY MODEL RAILWAY PRODUCTS

*New Products Arriving At All Times*



## LATEST PRODUCTS

RANGE OF QUALITY  
DVDs

Logging - Painting Locos  
Weathering Locos  
GREAT PRICES

**\*NOW IN PRODUCTION\***

**'ANE' 5 FUNCTION  
DECODER**

*Great Performance*

*Available by MAY 2011*

*Very competitive Pricing*

- \* Great Stock of LEDs
- \* Selected sizes of Optic Fibre
- \* Scalpel handles and blades
- \* SmartSwitches and Accessories
- \* PCB Strips (HO)
- \* Etched Brass Signal Blades (HO)

[www.timesaverlayouts.com](http://www.timesaverlayouts.com)  
[timesaverlayouts1@bigpond.com](mailto:timesaverlayouts1@bigpond.com)  
 0437413427 - 0418543409  
 02 49547632

## Mountain Blue

MINIATURES

*O Scale figures in pewter for your On30 layout.*





*Etch-primed  
or  
fully painted*

tel: 02 4739 9885

[info@mountainblueminatures.com](mailto:info@mountainblueminatures.com)
[www.mountainblueminatures.com](http://www.mountainblueminatures.com)
 PO Box 287 Blaxland NSW 2774

With Queensland being inundated with floods throughout the Christmas/New Year period of 2010/2011, it has been a very traumatic time for everyone.

Who would have predicted though, that the Darling Downs Model Railway Club Inc. Museum & Display Centre would become a victim. With its high location situated within the Toowoomba Showgrounds, it was rather a shock to find the situation as it was on the 6th January 2011.

The Model Railway Museum & Display Centre was to open for a large audience that were residing at the Toowoomba Showgrounds for a Festive Camporee, on Wednesday night the 5th January, several members worked on readying the display for an Open Day on Friday the 7th January.

Venturing out to the Showgrounds just after lunch on Thursday the 6th, the Secretary was shocked to discover that the Museum Building had been flooded by a rush of water that had come from the far hillside, through the adjacent Berghofer Pavilion and into the Museum building.

Access was blocked by a wall of asphalt and gravel that had been unceremoniously dumped in front of the building. After digging away enough debris to gain access, the vision greeting the secretary was rather distressing.

Flood waters had gone right through the building, saturating the carpet and soaking items that were on the floor, we were fortunate in the fact that the carpet did absorb a vast amount of the water and mud, with the result that the depth of water remained fairly low within the building and no major damage occurred to layouts or museum artefacts.

It became quite obvious that the proposed opening on Friday the 7th January was NOT going to take place. The secretary remained on site and made some futile attempts to redirect the water at the front and sides of the building, on return Friday the 7th, further water had gained access into the building, though not as intense as the original onslaught.

Communication with club members found a band

**DARLING DOWNS MODEL RAILWAY CLUB INC.**  
**FLOODED MUSEUM & DISPLAY BUILDING**  
**TOOWOOMBA SHOWGROUNDS**  
**6th January 2011      by Ted Freeman**

of volunteers at the site on Friday afternoon to assess the damage and decide on a course of action, these few hardy members stayed on into the night and recovered as much as possible in readiness for a more thorough clean-up attempt on Saturday the 8th.

The course of action taken, was to hire a small front end loader (Dingo driven by the club's treasurer Russell Hartwig) and excavate around the building to reduce the likely hood of more water entering the building, as the excavation work outside took place, other members cut the water soaked carpet into manageable sizes and removed it, loading Vice-President Alick Hodges trailer with the sodden cargo.

Members Ann Hodges, Christian Stewart, David Cook and a non-member helper (Colin) assisted with the task of cleaning the inside of the building. Saturday clean-up undertaking was a long day with work commencing at 8am and going through till around 9pm that night, the amount of rubble that was removed/relocated was quite immense

and Russell was working in very uncomfortable extremes at times as the weather closed back in for a while.

Although there was only a relatively small band of members available to effect the clean-up, those present performed an exemplary amount of work and are due accolades for their immense efforts.

As a club, we suffered a great deal of inconvenience, considerable material and financial expense, but we can still consider ourselves fortunate in the level of damage we suffered as opposed to so many individuals throughout the state of Queensland.

There is a lot of work to be put into the clean-up effort yet as we dry everything out, survey the damage and work out an effective means of ensuring the same does not reoccur.

Any donations of commercial grade carpet, railway sleepers (for retaining walls) and gravel (for the entrance) will be gratefully accepted and acknowledged.





## Queensland Tourism Award Win for The Workshops Rail Museum

*by Glenn Stevens*

The Workshops Rail Museum was recognised as the state's leading heritage and cultural tourism experience at the 2010 Queensland Tourism Awards, held in Brisbane overnight.

The Museum, located in Ipswich was named winner of the Heritage and Cultural Tourism category.

The Workshops Rail Museum was also named a 2010 finalist for the Tourist Attraction category.

Director of The Workshops Rail Museum Andrew Moritz said the award reinforces the Museum as a 'must do' heritage and cultural experience for the South East region.

"These awards are a great tribute to the dedicated staff and volunteers at the Museum and Queensland Rail who bring the vibrant history of rail in Queensland to life for over 100,000 visitors each year," Mr Moritz said.

"We have a magnificent story to tell and consistently present a high quality, authentic heritage experience to visitors, both at the Museum and through live steam train events like Steam Train Sunday."

Finalists in the Heritage and Cultural Tourism category included Paronella Park, Birdsville Outback Hotel and Outback at Isa.

The Workshops Rail Museum will now progress to compete against interstate winners of the Heritage and Cultural Tourism category at the Australian Tourism Awards, to be announced on 11 March 2011 in Perth.

Since opening in 2002 as part of the Queensland Museum, The Workshops Rail Museum has offered visitors a unique insight into Queensland's social, economic and technological development, through multi-media experiences, guided tours of Queensland Rail's active heritage railway workshops and an extensive major events program.

The Workshops Rail Museum is part of the Queensland Museum is located at North Street, North Ipswich. For further information, visit [www.theworkshops.qm.qld.gov.au](http://www.theworkshops.qm.qld.gov.au) or phone (07) 3432 5100.



# Gwydir Valley Models

## EasyDCC Now Available in Australia

The Easiest to use DCC System  
Modular for Easy Expansion  
Fully expandable & upgradable  
Full support for all 13 NMRA-DCC functions  
Guaranteed to work with all brands of decoders  
Coming Soon Zonemaster 7 Amp Dual Zone Booster

### Also Available:

Decoders from: Soundtraxx, TCS, NCE, Lenz  
Auto Reverser, Circuit Breaker, & Rampmeter  
Powerpax Programming Track Booster  
Decoder Wire, Speakers & Pin Connectors 2, 3, & 4 pin



Create highly accurate turnouts that stay in perfect gauge.  
Easy to build: No special skills needed  
Build a turnout in less than 1 hour at the workbench  
Create perfect frog and point blades in minutes  
Ready to use laser cut sleepers  
Go To: <http://gwydirvalley.fast-tracks.net>



Don't forget to call us for a discount code to get a 10% discount on all our Fast Tracks products.

### Also available from *Gwydir Valley Models*:

IRDOT Infrared Detection System  
Miniature Drills and Modelling Tools: Xuron  
Micro-Engineering: Rail, Track, Joiners, Track Ganges,  
Spikes, Bridges, Windows  
Clover House: PC Ties, Barrels, Window Glass Cable  
Miniature Globes: 1.5 volt, clear, red & green, 12 volt, 14 volt  
Golden White LEDs: 3mm, 0.8mm with leads attached  
Fibre Optic: 0.5mm to 1.5mm  
Kappler Scale Wood: HO Sheet, Strip, Bulk packs, Ties  
Tortoise Switch Machines: Single or 6 Packs  
Kadee Products: Couplers, Tools, Uncouplers  
Light Works: Neon Signs and Billboards  
BA Bolts & Nuts: 8 BA to 16 BA up to 1" long  
Brass Wire & Strip: 10 to 30thou, Phosphor Bronze & N, Silver  
Carr's Products: Solders, Fluxes Metal Blackening  
AIM: Weathering Powders  
Steel Plate Load Kits: Various sizes  
Uneek: Detail items  
Agent for: **TRAINMASTER,  
EUREKA & TRAINORAMA**



## Gwydir Valley Models

P.O. Box 740 GLEN INNES NSW 2370  
Phone: 02 6732 5711 Fax: 02 6732 1731  
Web: [www.gwydirvalleymodels.com](http://www.gwydirvalleymodels.com)  
Fast Tracks - <http://gwydirvalley.fast-tracks.net>

VISA

MASTERCARD

## Preface of 'Let There Be Light'

by *Eddie Gallier*

Victoria Mountain is based on an area in the New South Wales Blue Mountains between Leura and Mount Victoria. The Station buildings and platforms are based on the Mount Victoria train station. Ideas for the town came from Katomba and Leura. There are other portions of this layout that represent the countryside near Blackheath and Mount Victoria.

The whole layout is actually three layouts. It is actually two exhibition layouts and a home layout. The exhibition layouts are made of four modules named Yard, Station, Swamp and Coal. The four modules are built tough and light. They were designed to be taken apart and assembled quickly. An Exhibition layout might receive 20 - 30 invitations to exhibitions over a period of three to five years before exhibition organizers lose interest in it. My first Exhibition layout, Magnolia, was two years in the making before it went to the first exhibition. The second exhibition layout, Magnolia II took about the same amount of time. Victoria Mountain took ten months to get ready for its first exhibition.

During the ten months, 1000 hours had been spent on construction, adding the scenic materials and detailing, over three hundred hours had been spent in planning, design drawing and experimentation. Experimentation one might ask, there was plenty of it. The basic concept of the layout is to take an observer completely into a 1/87 scale world with minimal distraction. The black surrounds help focus a viewer's attention into the window of Victoria Mountain. Inside Victoria Mountain's window is a controlled lighting environment. Creating a wide window to an enclosed well lit environment was a

challenge. Whilst at home the trains run from the yard, around to the other side of the layout that has been shown at exhibitions as "Kanyon Colliery". Trains then leave at the end of Kanyon Colliery to other modules and through a brick wall to a new exhibition layout of a city, complete with an underground station. The point to point journey is approximately 19 metres.

The Victoria' concept is a blending of a dream and reality. The Dream was to model a number of places in the Blue Mountains and operate the electric Interurban Trains that have actually travelled on these rails. The reality is I do not have the space to accurately model the dream to scale. The space restriction required models to be compressed. If I were to call the layout (in its compressed form) Mount Victoria, purists in the model railway hobby would protest and criticize the attempt. So with compression came the need to alter the name.

### *Statistics:*

The first actual construction began 5 August 2006. Listed below is a short list of Victoria Mountain's ingredients.

Over 300 hours have gone into drawing plans.  
Over 1500 hours have been spent in construction.  
The structure and scenery are glued together with over 4 litres of PVA glue.  
6 litres of matt black and blue acrylic house paint  
5 sheets of 1200x2400x7 plywood  
30 metres of 50x50 timber  
4 sheets of 1200x2400x3 MDF  
1 sheet of 1200x2400x3 plywood  
37 metres of 19x70 timber  
Over 120 metres of wire

# Let There Be Light

by *Eddie Gallier*

## DAY NIGHT DAY LED LIGHTING

By *Eddie Gallier*

Day and night cycling lighting is something I have wanted on my train layouts for some time. My layouts are designed to go out to exhibitions and most of their construction has been designed with day and night lighting in mind. The main obstacle to placing day and night lighting on a portable layout before the advent of LED lighting was the weight.

The Victoria Mountain layout was specifically built for day and night lighting and was first lit with fluorescent tubes. The dioramas I had seen at Sydney's Powerhouse, The Australian War Memorial and the Smithsonian museums had a profound impact on me. These dioramas are built

so their lighting environment is controlled and visitors look through a window surrounded by black or a neutral colour. To quote the Australian War Memorial website, "Visitors are drawn to them as if by magic and memories of them last a lifetime." These dioramas influenced the design of Victoria Mountain.

Whilst being lit with fluorescent tubes, Victoria Mountain needed a bit of extra light along the very front. The first experiment with LED lighting was to add a self adhesive strip of white LEDs along the front. It was an easy fix and shortly after I discovered the availability of RGB (Red, Green Blue) LEDs on self adhesive strips. I obtained a five metre reel of the RGB LEDs and a crude controller to experiment with. The controller consisted of



a box with three knobs on it that turned three potentiometers. Like volume controls, these 'pots' could vary the amount of red, blue or green light the LEDs produced. Playing with the LEDs and the crude controller I discovered it was possible to get very smooth increases and decreases of the three colours of light. The next challenge was now to find a programmable controller that would automate the day night lighting sequences.

I found a controller on a Portuguese web site that looked promising (Prime RGB Controller [www.primetec.pt](http://www.primetec.pt)). I contacted the makers and they told me to download their programming software to have a play. The software was dead simple to work with and I had a rough day night day sequence made up in minutes. An hour later I had another program to replicate lightning. In a leap of faith I ordered the controller from Portugal and more 5 metre reels of RGB LEDs from China (RGB LED Strips 5060 60pcs TF-60-RGB-5060-N <http://www.theledlight.com.cn/>). The LEDs arrived first and I had a play with them. The power supply I was using for testing has an ammeter built into it. Whilst testing the 5m strips individually and I noticed they had their own propriety male and female connections on each end of the 5m strip. It could easily be assumed the strips could be plugged into the end of each other. Having one strip connected to the power supply, I plugged another into the end of the first. Two interesting things happened, the ammeter jumped significantly and the second strip was much dimmer than the first. I experimented by plugging a third strip into the second. The ammeter jumped again and the third strip was much dimmer than the second. I learned two important things in this exercise, the strips would have to be connected in parallel and I was going to need a more robust power supply to light up 'Vicky' with LEDs.

The Portuguese controller arrived and with its simple user interface I was able to make and adjust sequences easily. This controller is perfect for a small layout or diorama. This one controller was not going to handle the amps "Vicky" would need. I could have bought more of these controllers and daisy chain them but this would be expensive.

About this time I discovered a Canadian controller kit (LED Rainbow [www.pcboard.ca](http://www.pcboard.ca)). I ordered a few of these \$20 US kits and obtained a robust power supply. The new controllers could hold several programs. I wanted three things out of this controller. First I needed the LEDs to give me constant white light for cleaning the track and

working on the layout. I wanted another program to run the day night sequences. I also wanted to have a lightning storm in one corner of the layout to show up during the night portion of the sequence.

Programming the new controller was more difficult and a workmate, Jonathan Garcia, a Canadian, offered to do it for me. Jonathan needed particular information from me, the length of the day night sequence and the amount of red, blue and green to program for noon and dusk. I had been experimenting with values for time and the amount of red, green and blue light. Having worked in animation and film production, I knew we could use pure blue for simulating night. The colour of light is measure on the Kelvin scale. I was having difficulty finding RGB values for dusk and noon lighting. I did not like the lighting effects I was getting from some 'Kelvin to RGB' converters found on line. I stumbled on an article by another animator, James Hastings-Trew at <http://planetpixelemporium.com/tutorialpages/light.html>. His thinking made perfect sense and his RGB values worked perfectly for noon and dawn/dusk. James did not list a dawn/dusk in his tables. He did list an incandescent light that is very close to dawn/dusk Kelvin. The only other item Jonathan needed was time. As 'Vicky' is an exhibition layout and exhibition visitors only spend a few minutes in front of a layout, I decided on a five minute day-dusk-night-dawn-day sequence. Once the programming was done, Vicky's fluorescent tubes were replaced with LED strips in the same locations. Short LED strips in other locations got rid of shadows and dark spots the tubes were unable to light. All the effort was now paying off.

Vicky has gone to two exhibitions with this lighting. Visitors were drawn to the layout and hopefully they will have pleasant memories. Many visitors stayed more than the five minutes to watch the sequence again or returned a while later for another look. Vicky is still able to go out for exhibitions when a crew can be mustered. Vicky is now set up in the garage and has an extension. The extension goes through a brick wall to another exhibition layout of a city. Another program for a fast clock will be added to the RGB LED controller. The object is to have running sessions with other modellers on the two connected layouts.

I did learn a valuable lesson in this experimenting. If doing this all over again I would buy all my LEDs at the same time. The lighting colour can vary between batches. Another factor I decided on

was to use a power supply rated at twice the amperage I needed. I hate the smell of cooking electronics and I did not want this key component working hard. Experimenting with LED lighting was an interesting learning experience. I am happy with the end results and enjoy the positive comments from exhibition visitors. I hope this article will be useful for readers looking to add day night day lighting to their layouts.

*(More Photographs Page 21)*





**Division 1 Member Receives Australia Day Award  
by  
Glenn Stevens Div 1 Superintendent**

John Lebsanft, a Life member of the NMRA, and Division 1 member, was honoured by the Bundaberg Regional Council on Australia Day.

John received the Bundaberg Regional Council's "Australia day Senior Citizen's Award" at a special civic ceremony during the 2011 Australia day celebrations.

John was recognised as a founding member of the Bundaberg Railway enthusiasts Society, and as a past Secretary of the Bundaberg Railway Historical Society. He has also been involved in the organisation of special train tours, including the last steam train to Gin Gin.

Now semi retired from the Historical Society, John has not lost his lifelong interest in trains, and has a collection of books and memorabilia "you couldn't jump over."

In addition to his Bundaberg activities, John is an enthusiastic supporter of NMRA and Division 1. He attended the 25<sup>th</sup> Anniversary Convention in Sydney, has hosted a Division 1 member's weekend in Bundaberg, and has consistently attended major Division 1 activities in Brisbane. A well deserved recognition.



*John receiving his award from Councillor Lorraine Pyefinch, the Major of Bundaberg Regional Council*



# The Railways of Martindale Creek or A Model Railway with a History

by Rod Tonkin

My model railway is set in central New South Wales. It is a HO scale recreation of Conrail's Martindale Creek sub division. The Martindale Creek sub division is the Putty to Denman section of Conrail's Sydney to the Hunter Valley Main line. The modelled sections of the Conrail Martindale Creek sub division are, Martindale Creek (named after the real Martindale Creek) in the car port; the main line from Damien's Crossing to Claireville plus part of the old main line as far as Simonton and Wombat Gully (Named after the creature that kept an army reserve regiment on stand to all one night during an exercise in the area in the late 1960's) in the walk in wardrobe; the old main line from Pauline's Bend to Rod's Reach. The two layouts operate American outline trains under Australian operating rules. The era is any time frame from 1970 to the present day.

The choice of Conrail as the rolling stock prototype for my layout was simple. Conrail operated a wide range of locomotives. The blue colour scheme and the make over post merger colour schemes were easy to model. I liked the simplicity of the blue colour scheme. Finally only an organisation with a sense of humour would incorporate the mess that became the real Conrail on April Fools day.

How Conrail came to operate in New South Wales is explained in the following notes. Locality names in ordinary type are real places locatable on a map. Locality names in italics are only located on my model railway.

The "Historical" basis of Martindale Creek's history originated with Simonton Lines from the Hawkesbury River to Simonton on Martindale Creek and the New York Central and Hunter River Railway from the village of New York near Denman to Port Stephens. In 1910 the two lines merged to form New York Central System. The merged system had a mostly water level graded route between the Hawkesbury River Valley and the Hunter Valley, a deep water coal export port at Nelson Bay and extended west to Dubbo.

The north/south route roughly followed the Colo River and Putty Creek north from the Hawkesbury River to Putty and then followed Wombat Gully and Martindale Creek to the Hunter Valley at Denman. From Putty the original line travelled via Upper Putty then along Wombat Gully through Pauline's Bend, Rod's Reach and Simonton to Damien's Crossing on Martindale Creek. The line then followed Martindale Creek through Claireville to Denman. In the 1930's a new shorter line tunnelling under Mount Mondilla travelled directly from Putty to Damien's Crossing.

In 1966 New York Central System merged with Penrith Lines running from Sydney to the western coal

fields around Lithgow via Wilberforce and the Grose Valley to form Pen-Central. A further reorganisation incorporating some minor local lines on April the first 1976 produced Conrail

In parallel with the development of NYC System (Latterly Conrail) were the Union Pacific from Denman to the Queensland border and Southern Pacific from the Queensland border to Brisbane. The Conrail/UP/SP link provided a lightly graded fast Sydney to Brisbane link.

South of Sydney the Southern Railway extended from Sydney to Melbourne via the New South Wales south coast.

The New South Wales privately owned and operated north coastal route consisted of South Maitland Railway from Wilberforce to Raymond Terrace, Seaboard Air Line from Raymond Terrace to Grafton and Pacific Coast Lines from Grafton to Brisbane. In 1966 Seaboard Air Line and Pacific Coast Lines merged to form Seaboard Coast Lines. In 1982 South Maitland Railway merged with Seaboard Coast Lines to form Seaboard System. In 1988 Seaboard System merged with Capricorn Lines running north of Brisbane to form CSX.

At the beginning of the twentieth century the discovery and exploitation of shale oil deposits west of Martindale Creek near the hamlet of Santa Fe required rail access. The shale oil line was incorporated as the Damien's Crossing and Santa Fe. The line ran from Damien's Crossing to Santa Fe. In later years the DCSF was extended to Mudgee to tap the agricultural traffic of the inland. The DCSF swapped access to the coal traffic on the DCSF by NYC (Latterly Conrail) for the DCSF's access to Sydney and Newcastle over the NYC (Latterly Conrail) and since the 1990s access to on line industries along Martindale Creek.

Similarly to the 1990s merger mania across the big pond; CSX acquired part of Conrail, BN acquired the DCSF creating BNSF and Union Pacific acquired Southern Pacific

Traffic over the line is in descending order of magnitude

- Export coal
- Interstate freight
- Access agreement freight
- Local freight
- Passenger trains

Export coal trains are operated by a Conrail/Seaboard System locomotive and power pool.

Interstate trains are handled by a Conrail/Union

Pacific/ Southern Pacific power pool.

Access agreement trains are hauled by DCSF locomotives.

Local freights are handled by either Conrail or DCSF locomotives

Conrail operate daylight passenger trains from Sydney to Nelson Bay and the over night Western Mail to Dubbo. The DCSF operates the overnight Mudgee Mail and daily rail car services from Mudgee to Denman via Damien's Crossing.

The "prototypical "background to Martindale Creek allows me to operate depending on the era I feel like modelling

- Conrail's mixture of motive power

- Seaboard System and its predecessors locomotives
- Southern Pacific's Tunnel motors
- Union Pacific's twin engine freighters
- Santa Fe's smorgasbord of colour schemes and cowled locomotives.

If this seems slightly over the top, take a look at the tossed salad of motive power on our privatised railways these days.

Photo caption : Conrail SD50 6814 leading a UP SD50 on a power pooled through freight passing Damien's Crossing and Santa Fe SDFP45 number 91 leading a fast freight at Rod's Reach on the Wombat Gully Line

*CR 6814 passes Santa Fe 91*



## Eureka Valley Narrow Gauge Railroad

*by Peter Jackson*

### Modelling Thoughts and Techniques

#### Structures

##### *Mock-ups*

Variety of materials used to test for location, size, shape and interface with adjacent landform and other buildings. Useful even if you are building from a plan. In O scale, the volume of a building is considerable. Most often I tend to 'shrink' the size so that they do not become too imposing on what is quite a small shelf-style layout.

##### *Structure base*

Use acrylic off-cuts as a base for major buildings. Fit the base to the layout by surrounding with a narrow timber border – about same height as a railway tie. This enables buildings to be removed from the layout if needed for relocation, repair, etc but at the same time they can be imbedded in the groundcover to camouflage the acrylic base.

##### *Final form*

Walls and roofs can be made of various materials – card, foamcore, etc – experiment. Major problem

to overcome is warping – so, consider what and how to brace. Plan for interior detail and lighting before the structure is too far progressed. Where possible, complete as much of each wall as you can while they lie flat.

## **Weathering**

### ***Oil Paints***

I have kept a collection of oil-based paints and used them regularly for years. Useful for adding ‘grease’ and the like to axle journals and anywhere that you want to see a shinier finish and maybe build up some bulk.

The oils can be thinned with an odourless solvent available from art stores.

### ***Pastel chalks***

I’ve been using Nouvel Pastel Carre – basic earthtone ensemble No XNCT-12D – 12 colours in the box.

### ***Powders/chalks and Metho mix***

This approach is designed to add ‘body’ to the rust/weathered finish. The trick is to ensure that you achieve the right mix of metho and powder. Surface of the model must be just slightly damp – not wet. A wet surface will see the powder/chalk dissolve and you’ll be left with a flat finish. The colour might be right, but you won’t achieve the ‘bulky rust’ look.

### ***Pastel pencils***

Have started to use Conte brand pencils. These are about \$5 each, but they have the advantage of being very precise with colour placement and strength - and reduce dust and mess considerably – I like them a lot and plan to buy more.

### ***Powders***

I often use the powders straight from the pack and apply them with a brush – remember that a little goes along way. Easy to add more, but very difficult to remove!

### ***Dye solutions***

I bought Dyeline powders years ago and mixed these with water to give me several different stain colours. Not sure if still available, but you can also use various inks mixed with alcohol.

### ***Weather-It solution***

Another commercial ‘stain’ for wood. It’s an alternative (and gives quite a good result) but I would probably not buy it again. I would like to get hold of Silverwood which is produced by Builder-in-scale – now comes in a variety of colours too.

### ***Driftwood replacement***

Use Solver colour Silverpine #0745.

Sample pot from Solver for \$6 – can be diluted with water, alcohol or metho to be used as a paint or ‘stain-type’ solution. This is the closest I’ve come to finding a replacement for the original Floquil Driftwood colour – and it looks and finishes like the real thing!

### ***Rust***

Use of alcohol/metho and powders mix as described above.

You can also create a paste using Tamyra red brown (acrylic), burnt sienna (oil) and baking powder – I’m yet to experiment with this combination.

## **Ground Cover Glue**

Mix of matt medium, rubbing alcohol and water. This is proving to be a better approach than applying wet water first then a water-based PVA solution. I’m finding that you can dispense with the wet water and apply the matt medium mix straight onto ballast, ground cover, etc. It’s the alcohol that immediately breaks the surface tension and soaks right in. I also find that you use less solution, and because of this the layout is less wet and dries a lot faster.

Try 2 parts alcohol, then add 1 part matt medium – mix well – then add 7 parts water and mix again. If any of the matt medium settles to the bottom, add a little more alcohol and mix well.

Plastic applicator bottle – get a squeeze-type one like this with a long nose that can get close to where you want the solution.

### ***Paper Finishes***

Paper Creek and Clever Models

### ***Printed Textures***

Article in the Narrow Gauge Gazette (Nov/Dec 2010 issue) – author Scott Robertson – referred to this website. He has started to use more paper finishes on his structures – downloads from this and other websites and then uses a computer program to manipulate the image then colour prints.  
[www.cgtextures.com](http://www.cgtextures.com)

## **Glues**

### ***Tacky Craft Glue***

Buy from Spotlight or similar. This stuff is great – helps to hold parts in place and sets quite quickly.

### ***White (PVA) glue applicator***

The best glue applicator that I’ve ever used is sold as Bic White Glue – from local stationery stores and



newsagents – about \$2. The nozzle really does stay clear! You could probably use the plastic applicator to hold other glue types as well.

### Painting Palette

I use this circle of canite left over from my turntable cut-out. I added some finger holes and a hole for a plastic cup which can hold water to clean brushes and dilute paint. Easy to carry around the layout and can hold several different colours at once.

### Grass Tufts

Have been using quite a mixture of types – but try Busch Wild Grass mats.

Product numbers HO 7210 and HO 7211. Cut into small snippets and plant using matt medium prior to applying any other ground covers. Looks particularly good in between ties – then cover up when you ballast leaving just the tops of the tufts showing through.



Not being one to waste good photographs, I thought that even though converted to Black and White the lighting changes still have a marked affect.

Having grown up taking and developing all of my own black and white photographs, I still tend to think that even though I take exclusively colour now, I still see it in my head as Black and



White.

Colour is a very forgiving format and these photos have lent themselves to conversion very well.

As a tip when building a layout etc., take some photos and convert them to Greyscale and if they look good then it is a good indication that the model is good as well. (Ed)

*Photos by Eddie Gallier*



# A philosophy of prototypical operation

By Gerry Hopkins MMR

It helps the “enjoyment factor” of running a model train to think more “prototypical thoughts”.

What does this mean? Consider:

1. Full-sized trains are heavy and can be dangerous if not operated safely. Take your time and don't rush things. Carefully check your train before you start, and stay alert for problems as you run so you can catch things before they develop into a major mishap (which might mean costly damage or even a fatality on the prototype).
2. Two person crews work best for running a train in a more prototypical manner. One person is the engineer, and operates the locomotive set moving the train. The other person is the “rear-end” crew, which includes the jobs of conductor and switchman/brakeman.
3. The rear end crew cannot see the track ahead of the train, and the engineer can seldom see much of the train behind. The rear-end crew should refrain from walking out ahead of the train to check the track, but should keep their eyes on the train to make sure all is well. (Note that the rear-end position is great fun, because you can railfan the train and be doing your job at the same time!)
4. Meanwhile, the engineer should stay with his engine set and watch the track just ahead. Neither should the engineer walk way out ahead of his train to track he would not be able to see from his locomotive. The engineer should not watch the train itself, but should rely on the rear end crew to find out how things are going with the train.
5. When approaching a turnout that needs to be thrown, the engineer should stop the train, throw

the turnout, pull the train through the turnout, then stop the train again to allow the rear-end crew to re-align the turnout. Things like this lengthen the run, and thus add to the enjoyment of the assignment.

## Starting out with your train

**Rear-end crew:** walk the train both directions, in one direction checking the coupler height between cars and on the return direction, make sure all cars are on the track.

**Engineer:** dial up your engine number (use the number on the cab of the lead unit). Once the rear-end crew has walked the train, conduct a “brake” test. On the prototype, this involves draining and pumping the air while the rear end crew watches that the changes registered properly on the cabooses air gauge. On the model, we can do an equally useful function, and call it a “brake test” by counting to 5 for each car in the train.

**Engineer:** test the throttle by pulling the coupler slack out of the first few cars, then reverse the train and push it until the cabooses just barely begins to move.

**Rear-end crew:** the rear end crew is to inform the engineer that the “test is good” once the cabooses starts to barely move backwards. At this, the engineer stops applying power, throws the direction switch back to the forward position and the train is considered checked and ready to go.

**Engineer:** sounds the horn/whistle before moving off. If leaving a yard the bell should also be sounded until clear of the yard.

**Engineer:** the train should be brought to a halt at the top of a grade to check brakes. Steam and diesel trains can then proceed at a safe speed. Diesels fitted with dynamic brakes should use these to descend the grade.

# Australasian Divisional Reports

## Division 1 Queensland

### Thank You:

Thank you to those members who inquired about Division 1 members who might be experiencing flood damage. A special thanks to John Saxon (Gosford) and Bert Toogood (Innisfail) for their calls and in particular asking about the welfare of members they knew might be effected. After that Bert himself was threatened but reports tell me that he and the other modellers on the Far North faired pretty well.

Another special thanks goes to Mike Crnjanin for hosting our Christmas gathering at his property in Wakerley. This was a most pleasant affair and had a good attendance. It was a particularly hot afternoon but the breezes from the sea helped our comfort as did Mike and his family who attended to our needs and the excellent catering that was done. The catering was good food and there was plenty of it and even better, by being outside our own group it meant that all members and their wives could enjoy each other's company without having to worry about what they were going to serve next.

The module group met recently at Paul's to ensure that our modules still work and co-operate with each other. All went perfectly, except for a new module needed a 2 second adjustment. One subject that came up was that while some of us take modules to shows,

Just how much you have to talk to the public really depends on you, but it is easier than you think and you may introduce someone into this great hobby or even pick up a new friend or renew the acquaintance of an old friend.

Sometimes we also give members of the public a chance to drive a loco and this is one way to really make a difference. Even better is to allow all members of a family to have a go so that we perhaps, start a family hobby which is good not just for our hobby but for society in general.

Nothing is required of you other than twisting a throttle knob and pressing a few buttons, but it will make that show more enjoyable for the module owner you relieve. Finally can I say that being involved with the module group is a lot of fun and our selection and placement of industries on those modules is turning out to be somewhat like what would happen in the real world; producers and services are adjacent to lessen costs. See you at one of the upcoming shows with the AMRA May Show being our next outing in public.

---

### Miniature Train Club - GOLD COAST

## Our New Home - Bathing Pavilion, Southport



it sometimes doesn't allow the module owners to get a break nor a decent look at the show. If you are attending any show in S.E. Qld and our modules are there, and you have the time, come and offer to relieve one of the regulars so that he can have a look around or he may prefer just a rest from operating and talking to the public.

Since November 2009 we have been located at the Administration Building at the Broadwater Parklands, Southport.

Due to the continuing development of that area, and the establishment of a new café, we have had to vacate. Tony Duffy, co-ordinator of the Broadwater Parklands, has agreed for us to relocate at the recently



renovated Bathing Pavilion, just opposite Railway Street, how appropriate. The new facility enables us to display part of our exhibition layout "Intercontinental." Due to its versatility modules will be changed every month, giving our visitors a new experience each time they visit. Negotiations have now been completed on "Southport" the layout. More details on this layout will appear in a separate article. Our Garden Railway display has had to be reduced, unfortunately. Principally due to us having to lay the outdoor track every morning and packing it away at the end of the day. Our stable of Garden Railway Locos and Rolling stock make appearances throughout the day, including Thomas, Percy, The Troublesome Trucks, Annie and Clarabelle. This delights our younger visitors and makes an ideal appetiser to our layouts inside. Various groups within our club membership are working on the planning of new layouts, to be built for the new location. Come down and visit us and see what we are up to. Open from 10 am to 4 pm every Saturday and Sunday.

### **Southport – The Layout**

Southport railway station was one of the termini for the South Coast Railway; the other being Coolangatta.

The railway line extended from Beenleigh and wandered across the wilderness to Ernest Junction, from there the line divided; one branch going to Southport, the other terminating at Coolangatta.

The terminus of Southport became a busy station, especially at holiday time, with many Brisbanites travelling down the line for their holidays.

This all stopped in the early 60s when the line closed and the dominance of the motor vehicle commenced.

By 2000 and even now there is little evidence that the Railway even existed.

In 2005 Peter Woolley, Doug Cartwright and Stephen Ord set about re-creating the Southport Railway Precinct, circa 1950, in model form. The layout they created has many features – the long platform with its full length canopy, the good shed with crane, the turntable, the footbridge that sat where Scarborough Street is now and the Carriage shed, where it is said they used to house the Governor General's Vice Regal Carriage, when he visited the Gold Coast, this carriage now sits on display at the Workshops Railway Museum in Ipswich.

Their reproduction was from original Queensland Railway Track plans, numerous old photographs and recollections of residents from the time. All buildings etc have been hand built and painted to capture a moment in time, as it was.

Locomotives and Rolling stock are hand assembled and represent that which ran on the rails in the 1950's.

We are truly fortunate to bring this little part of Gold Coast history to the community.

---

## **Division 2 ACT**

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 - chock-a-block 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, 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.

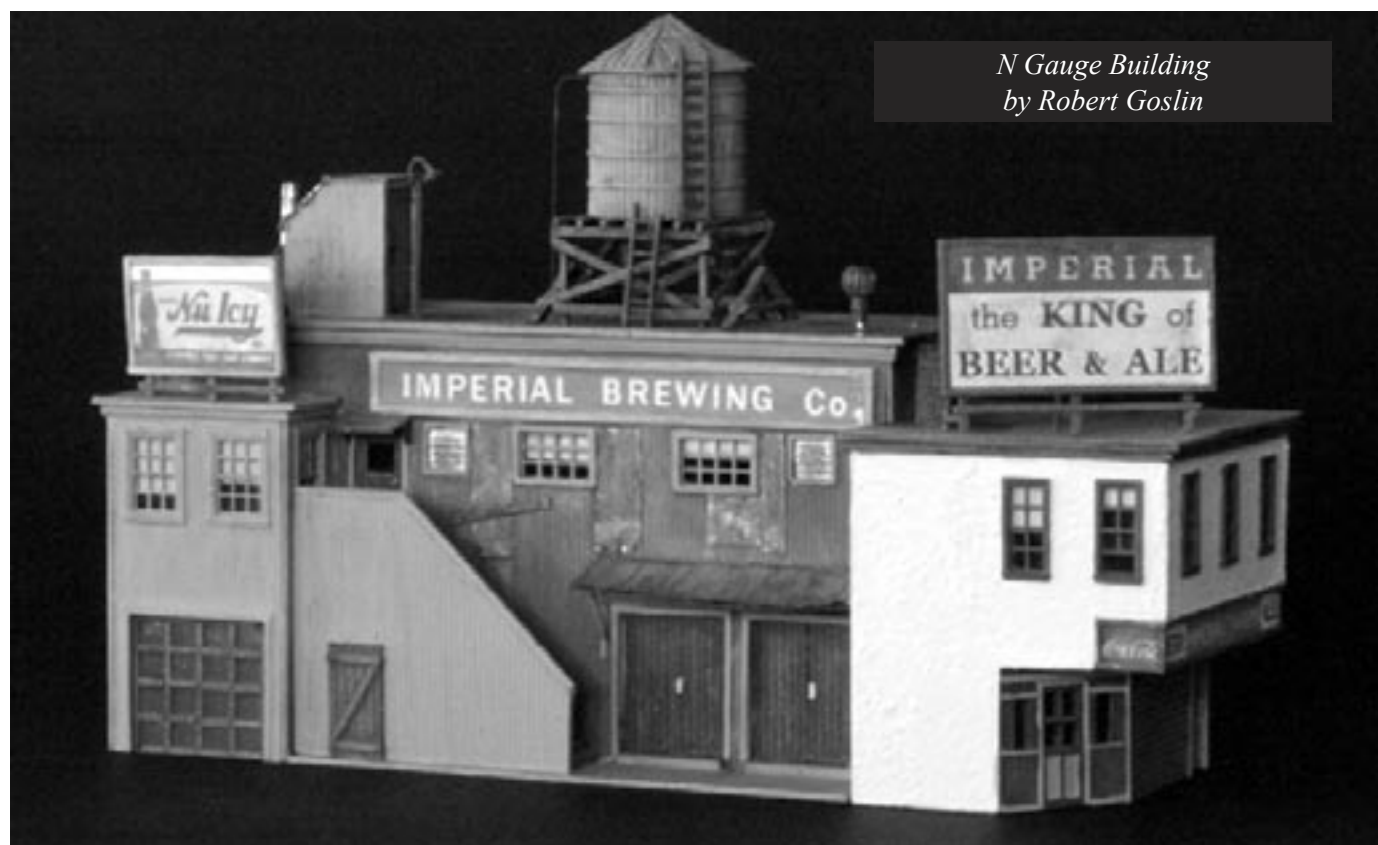
In Washington state, John was the only Australian in about 250 attending the Northern Pacific Railway Historical Association convention in Spokane in July.

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 - Narra-bloody-bri! 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.

---

## Division 3 Victoria / Tasmania

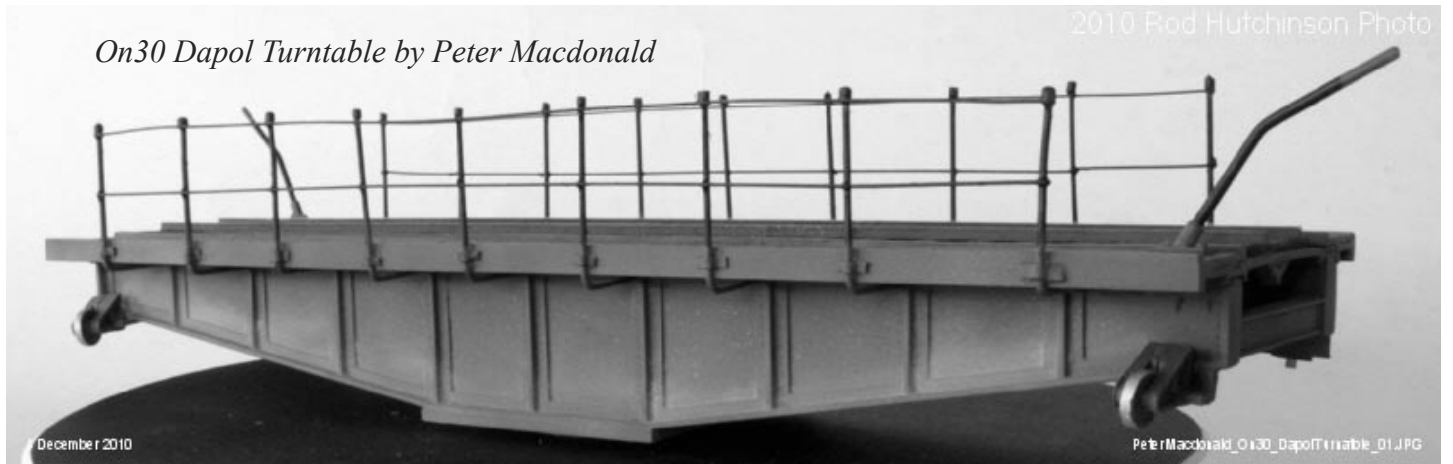
**With no written report, I am doing the next best thing and showing you some photographs of some FINE models taken by Rod Hutchinson**



*N Gauge Building  
by Robert Goslin*

*On30 Dapol Turntable by Peter Macdonald*

2010 Rod Hutchinson Photo

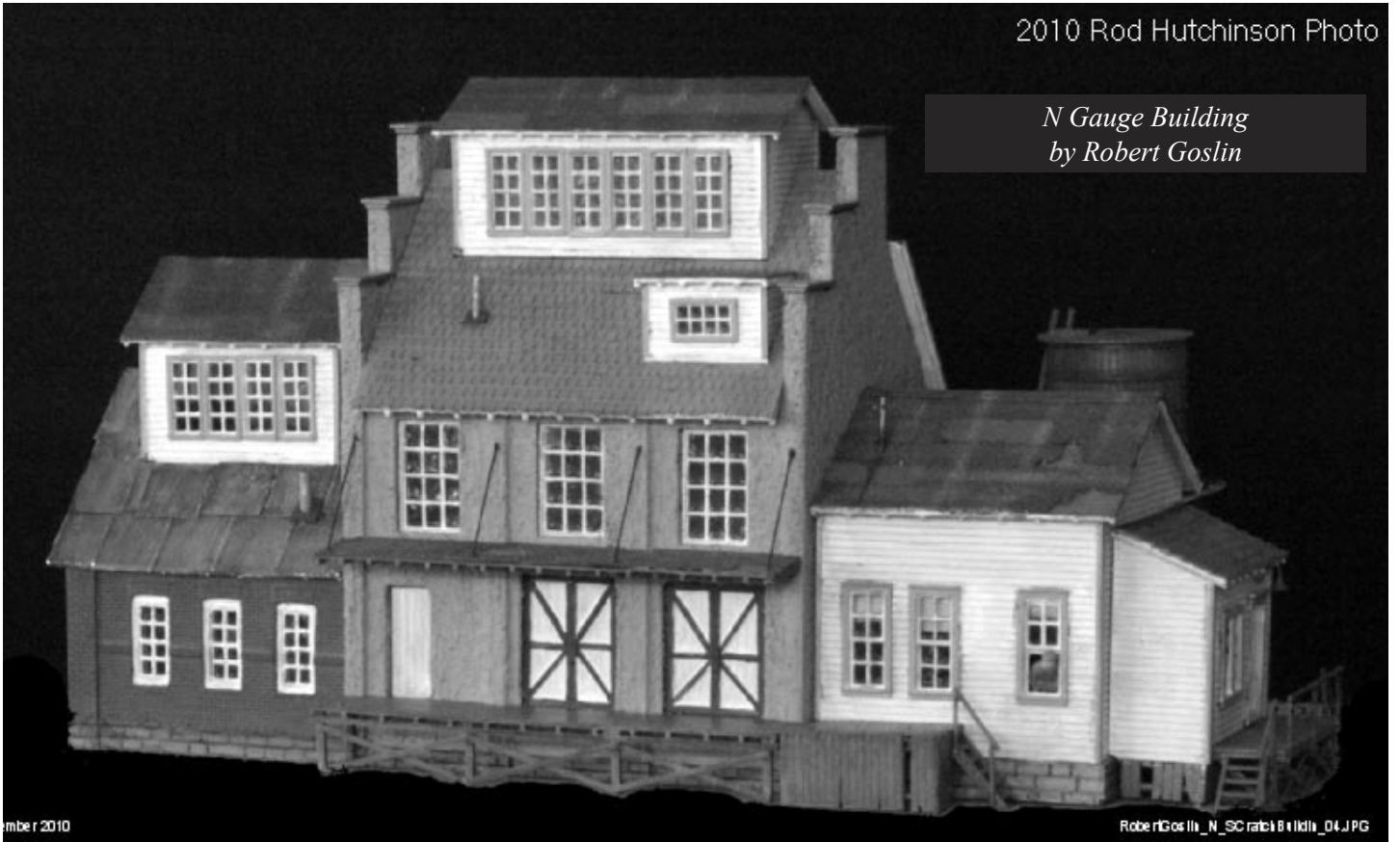


December 2010

PeterMacdonald\_On30\_DapolTurntable\_01.JPG

2010 Rod Hutchinson Photo

*N Gauge Building  
by Robert Goslin*



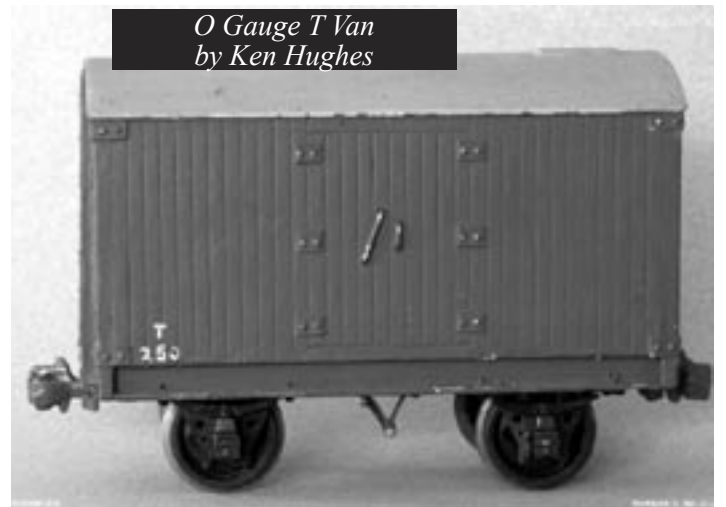
December 2010

RobertGoslin\_N\_ScratchBuild\_04.JPG

*On30 Chivers Brakevan  
by Peter Macdonald*



*O Gauge T Van  
by Ken Hughes*





## Division 6 South Australia

### December Meeting

The December meeting of Division 6 was held at Ray Brownbill's home, with 19 attending. Apologies were received from David Stokes, Norm Bee, Peter Jackson and David Orr. The meeting took the now established Christmas meeting format, with brief meeting followed by BBQ, fellowship and running trains on Ray's always improving layout.

#### *Member Projects*

Ian Wade demonstrated a range of trees that he had constructed from Sacred (also called Japanese) Bamboo (*Nandina Domestica*).

Ray Brownbill showed a ballast/scenic material storage system based on 9 milk carton bases secured by a simple wooden border.

Max Wright demonstrated the power of the G scale Loksound decoder and Ray immediately wanted 6 for his layout.

#### *Raffles*

The raffles were won by Celia Harris and Fran Stewart.

#### *Fellowship*

Once again our Christmas meeting was its usual great success thanks to the hard work of Ray and his family. Again our thanks to the employees of the Wild Creek Railway for yet another great day.

#### *Next Meeting*

The next meeting will be at Peter Jackson's residence on February 5, 2011.

### February Meeting

The December meeting of Division 6 was held at Peter Jackson's home, with 11 attending. Apologies were received from Bob Bevan and Ken House. Additionally, two visitors attended: Bob Reid and Derek Stubbs.

#### *Divisional Supervisor's Comments*

The Div Super raised the matter of the \$5000 subsidy by the Australasian Region NMRA to send the

Muskrat Ramble layout to the US for display. After much discussion, it was unanimously decided that Division 6 was opposed to this expenditure and that this should be communicated in writing to the NMRA Regional Executive.

#### *Modular Layouts*

Ray Brownbill discussed the construction of the modular layout bases for Show presentation, and stated that it would be too early to use these at the June show. Costings were also discussed (including assistance in construction) and these would be provided by Ray at the next meeting.

#### *Presentations and Awards*

Awards for Master Scenery and Master Structures were made to Peter Jackson. All members joined in congratulating Peter on his inspiring work.

#### *Member Projects*

Peter Jackson gave a very insightful discussion on the various modeling techniques he uses, and provided written notes for those attending. A copy is attached to this record and those members who were unable to attend are urged to read this very informative document. Thanks Peter.

Ian Wade displayed the latest Atlas Genset Loco which prompted a discussion on this new form of loco power (multiple truck-sized diesel engines and their cost-saving aspects once the loco is built.)

#### *Raffles*

The raffle was won by Graham Capper.

#### *Fellowship*

A wonderful afternoon tea was provided by Peter's wife Mary. No one could work out how Peter stays so thin when confronted with such tasty fare on a daily basis. We then adjourned to marvel yet again at Peter's super-detailed Eureka Valley ON3 layout. A great day was had by all.

#### *Next Meeting*

The next meeting will be at Ron Solly's on 2 April, 2011.

## Division 7 NSW

### November Meeting

On Saturday the 13<sup>th</sup>, 64 Div 7 members met at Rowan Mangion's layout at Buff Point on the Central Coast. Rowan models the NSW Main South from 1950 to 1970, and the layout is housed in large

backyard shed which he modified especially for the layout, adding a vestibule and workshop.

The layout is 31' x 30' and has two levels, one for Sydney to Goulburn and the other Goulburn to Junee. Trackwork uses Micro Engineering code 70 and

layout control is by EasyDCC from CVP.

Rowan started the layout in April 2008 and set himself the enormous task of building 365 points, although he told us on the day that the number is now well over 400. Rowan uses a Fast Tracks No 6 pattern as the basic tool and has completed well over 250 points.



Rowan has been making good progress, keeping the enthusiasm going even though a lot of time is consumed by his involvement as an officer in the local bushfire brigade. He's completed over 2/3 of the



trackwork and can run trains, but doesn't spend too much time playing trains to the detriment of layout construction, like some modellers do. This requires a fair bit of will power seeing he seems to own every NSW model that has been made of the 50-70's period,

Rowan's mother, Jan, and her team of helpers provided a fabulous afternoon tea and we thank Jan and Rowan for a very enjoyable afternoon.

## 2010 Christmas Party

The Div 7 Christmas Party was held at the fabulous Waterview Restaurant at Berowra Waters on 8<sup>th</sup> December. The weather was beautiful – not a cloud in the sky and not too hot. Eighty five members attended and the restaurant management made the entire restaurant available to us.

Large Christmas-decorated tables and the sunny outlook over the water and marina complex gave members, wives and friends the opportunity to chat in a relaxed way, and then lunch on the superb seafood buffet.

After lunch, a train trivia competition was held, the trivia questions being specially formulated to allow the ladies to help out with the answers. Out of 18 questions, two tables tied with 13 questions correct. A closely fought sudden-death playoff required 6 hard questions to finally produce the winner. Members of the winning table each received a bottle of Noonji Estate wine, kindly donated by Peter and Barbara Jensen.

Many guests stayed until quite late, testament to a very enjoyable Christmas party, which completed a good year for Division 7.

## January Meeting

Fifty one members and visitors visited Ian and Melanie Roffey's home on a sunny Saturday in January.

The meeting was the first of the 2011 Div 7 Show 'n Tell season, and a number of members brought along their modelling efforts to display. The focus of the Show 'n Tell was modellers' first attempt at model construction (as opposed to the most recent).

Paul Marrant brought a number of structures he had built, and gave an excellent presentation on the progression of his structures and the techniques he had developed. He showed us the first structure he built back in 2007 and talked us through his efforts

up until the present. It was certainly motivating to see the progress he had made in the fairly short period from 2007, and Paul emphasized that members should use the help and advice of other modellers – always freely given – to progress to the point of being able to produce competition structures. The same goes for engines, rolling stock and scenery.

floor and ample headroom. The layout is a 9m x 3m rectangle with a 6m return for staging along a wall and is loosely modelled on the Taunton area in the UK between London and Penzance on the Great Western Railway. Ian started his railroading when he received his father's trains and has built the layout with the help of Geoff Moules, an NMRA member



John Montgomery, John Sterland, Gerry Hopkins and Richard Roth also brought their first efforts. John S's was the Baan Baa pub, a single story country pub that he'd researched on the Internet. John M's were some O scale structures he had totally scratch built and Richard's included the A D Abatic Processing Co the plans of which he's seen in a 1950's magazine. Gerry brought along a country dunny he'd built in the 80's,

who lives nearby. Ian used a CJ Freezer design he saw and liked in an early edition of Track Plans by Peco Publications. He started the layout in 2002 and converted to NCE DCC in 2007.

Melanie and her team of helpers served a scrumptious feast for afternoon tea and we thank Ian and Melanie for their hospitality.

All members appreciated the presentations and displays, in particular the notion that gun modellers always started with their first attempt, and needed to progress. The big message is: If you haven't done it yet, start your first attempt and progress from there.

Roger Johnes won the lucky door prize, not quite a Volvo car but, he said, the first thing he'd ever won.

Ian's layout is under the house, which has been excavated with a sealed





# Taiwan Sub Division Introduction

*By Ivan Yih (Divisional Superintendant)*

Let us tell you a little about us as the newest members of the Australasian Region.

Taiwan has many railways running to all parts of our country.

The Standard Gauge lines are for the high-speed trains, however the Taiwan Railway Administration is 1067mm narrow gauge railway and this is the most common gauge.

Southern Taiwan also has a lot of 762mm gauge sugar cane railways. Taiwan's main railway is historically the same as Japan's 1067mm gauge.

In the Model Railway market we have the same situation where most of younger and new modellers are also influenced by Japanese models. They purchase Japanese N scale starter sets in Taiwan hobby shops or internet shops in Japan. They are cheaper and easier to obtain.

The other modellers focus on HO scale American and European model railways. Most of them purchase on the internet.

There are only 2~3 model railway shops in the whole of Taiwan. They sell about 70% Japanese model railway products and only about 30% of American and European products.

According to unofficial statistics, Taiwan has over 1000 model railway fans, but there is no official model railway club or society to promote the hobby.

Now we have an NMRA Taiwan sub district. Only our NMRA - TSD members will learn how to understand how to build model railways and also learn how to operate them properly, we also intend to make a large modular layout and exhibit this layout in Taiwan. We hope it can help us to promote this hobby to more and more people who live in Taiwan and China.



*The three original members of the Taiwan Sub Division on a visit to Richmond Vale Museum*

*L/R Oscar lee / Andy Chang/ John Rodham and Ivan Yih*

*Photo by Geoff Horne*

# RETAIL DIRECTORY

## Anton's Trains Order Service

PO Box 236  
Castle Hill, NSW 1765  
Fax (02)9899 4484  
Email: bognar@bigpond.com

## ARHS NSW Bookshop

67 Renwick St, Redfern, NSW 2016  
Ph: (02) 9699 4595 Fax: (02) 9699 1714  
www.arhsnsw.com.au  
Mon - Fri 11am - 5pm  
Sat - 9.30am - 3.30pm

## Austral Modelcraft

Shop 15 Fairfield St, Hornsby, NSW 2077  
Ph: (07) 3849 2655  
Fax: (07) 3849 8664  
Walthers Dealer  
Tue 9.30am - 1.00pm Thu - Fri 4.00pm - 8.00pm  
Sat 9.00am - 4.00pm

## Berg's Hobbies

181 Church St, Parramatta NSW 2150  
Ph: (02) 9635 8618  
Fax: (02) 9689 1840  
Email: mail@bergshobbies.com  
www.bergshobbies.com  
Open 7 days

## Casula hobbies

62 Moore St, Liverpool NSW 2170  
Ph: (02) 9602 8640  
Fax: (02) 9602 8874  
Authorised Walthers Partner On-line Dealer  
Email: casulahobbies@casulahobbies.com.au  
www.casulahobbies.com.au  
Mon - Fri 9.00am - 5.30pm Thu 9.00am - 8.00pm

## End of the Line Hobbies

74 Ocean Street, Victor Hobbies SA 5211  
Ph: (08) 8552 7900 Fax: (08) 8552 7933  
Email: shop@endofthelinehobbies.com.au  
www.endofthelinehobbies.com.au

## Fine Art Model Trains

Call Phil on 0408975522  
Email: info@fineartmodeltrains.com.au  
www.fineartmodeltrains.com.au

## Gwydir Valley Models

PO Box 740, Glenn Innes NSW 3270  
Ph: (02) 6732 5711 Fax: (02) 6732 1731  
Email: info@gwydirvalleymodels.com  
www.gwydirvalleymodels.com

## Junction Models

Shop 5/449 Main North Road, Enfield SA 5085  
Ph: (08) 8349 7464 Fax: (08) 8349 7463  
www.junctionmodels.com.au  
Open every day except public holidays

## Model Railroad Craftsman

Shop2 Level 1 64 - 70 Main St, Blacktown NSW 2148  
Ph: (02) 9831 8217 Fax: (02) 9831 4132  
Email: sales@mrrc.com.au  
www.mrrc.com.au  
Tue-Wed 10am-5pm Thu 10am-7pm Sat 9.30am-3pm

## Mountain Blue Miniatures

PO Box 287, Blaxland NSW 2774  
Email: keith@mountainblueminatures.com  
www.mountainblueminatures.com

## The N Scaler - N Scale by Mail

Po Box 254, Rydalmere NSW 1701  
Ph/Fax: (02) 9832 8913

Mobile: 0407 217927

Email: kerr43@ozemail.com.au  
www.ozemail.com.au/~kerr43/nscaler.html

## The Railcar

17 The Breakwater, Corlette NSW 2315  
Ph/Fax: (02) 4981 0668  
Email: railcar@hunterlink.net.au  
www.railcar.com.au

## Timesaver Layouts

25 Graham St, Glendale NSW 2285  
Ph: 49547632, 0418543409, 0437413427  
timesaverlayouts1@bigpond.com  
www.timesaverlayouts.com

## Tom's Hobbies

1001 Victoria Rd, West Ryde NSW 2114  
Ph: (02) 9809 0530 Fax: (02) 9809 0650  
Email: info@tomshobbies.com.au  
www.tomshobbies.com.au  
Mon-Fri 8.30am - 5pm Sat 8.30am - 3.30pm

## Vic Barnes Cycle & Model Train Centre

213 Lambton Rd, New Lambton NSW 2305  
Ph: (02) 49521886

## Woodpecker Model Railways

8 Joyce St, Pendle Hill NSW 2145  
Ph: (02) 9636 3855 Fax (02) 9631 4204  
Email: wmr@zeta.org.au  
Mon-Fri 10am-5.30pm Sat 9am-2pm

