

Main Line

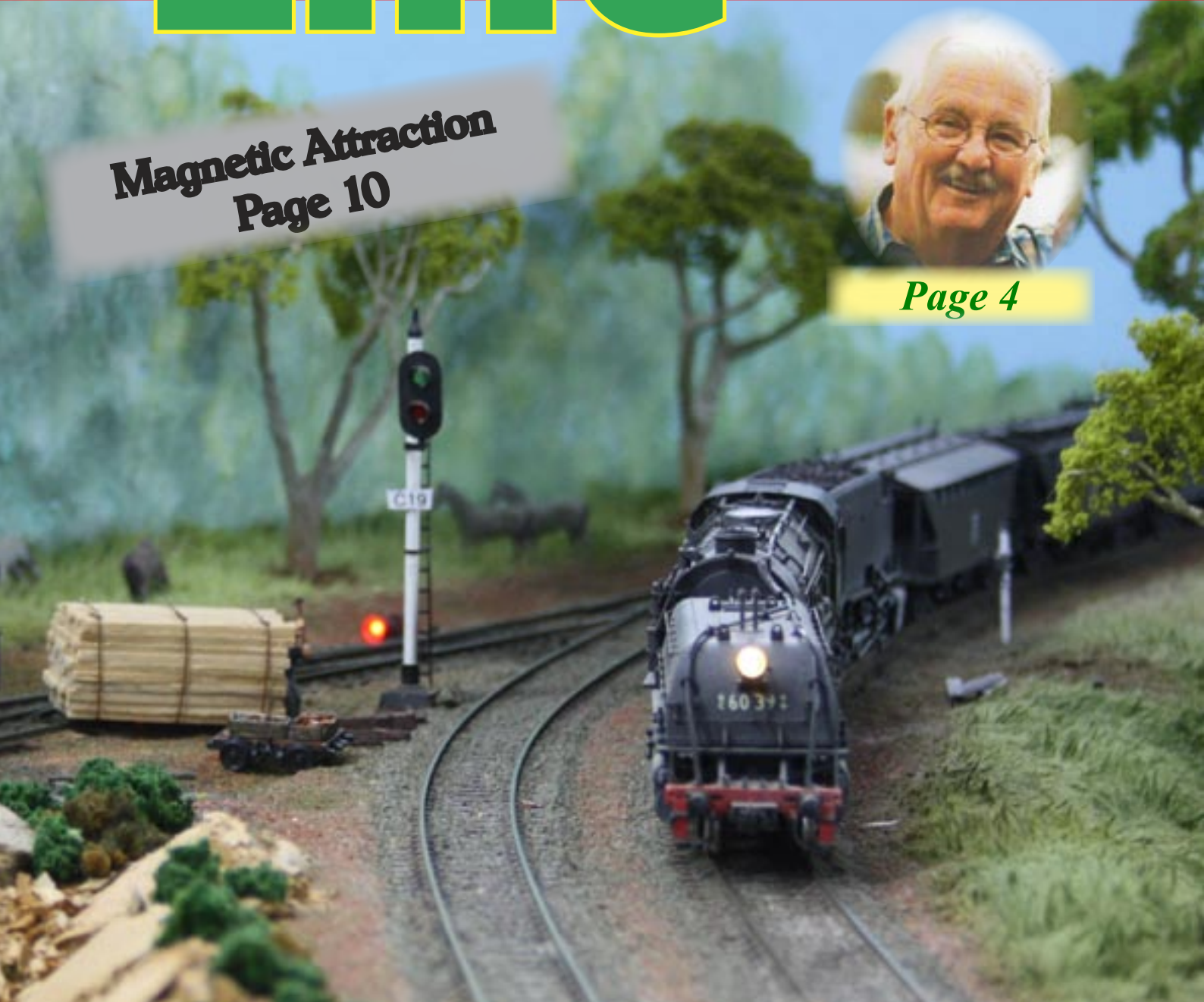
Spring 2011
Volume 28 No3

National Model Railroad
Association Inc.
Australasian Region

Magnetic Attraction
Page 10



Page 4



Features:

Magnetic Attraction (Magnetic Couplers)
Six Industries on the Santa Fe and South Pacific
2011 Convention info
Hands on Scenery Clinic



US Convention Photos

Regional reports



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Australasian Regional Directory

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

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Contents

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<i>Magnetic Attraction</i>	
<i>by Ted Freeman</i>	10
<i>Six industries on the Santa Fe and South Pacific</i>	
<i>by Doug Cook</i>	14
<i>Hands on Scenery Clinic</i>	
<i>by Phillip Anderson</i>	20
<i>US Convention Photographs</i>	
<i>by John Saxon (Thank you)</i>	Various Pages

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>	22

Photo Credits

Front Cover:

AD60 on Sam Mangion's layout by: Chris Horne

Centrefold:

Left side: Colour photos by Doug Cook of his six industries.

Right side: Convention Information

Back Cover:

Top: Timber mill and pond on Sam Manion's layout

Photo by Chris Horne

Bottom: 6039 in the afternoon sun on the tressle again on Sam's layout.

Photo by Chris Horne



The Computer Keyboard

with

Editor - Geoff Horne

Firstly let me apologise to Doug Cook for a finger malfunction while converting his article from Analogue to Digital in calling his layout the Santa Fe and Southern Pacific instead of

the SOUTH PACIFIC.

Our modelling family was hit recently with the unexpected loss of one of our best known members - Glenn Stevens.

John Saxon has kindly put into words for us of Glenn's farewell.

Passing of Glenn Stevens, Division 1 Superintendent

The Region lost a very valuable member with the sudden death of our Glenn Stevens on 20 August 2011 following a viral attack and subsequent heart failure. He was just 65.

Glenn joined the Region in July 1987 and after moving shortly afterwards to Queensland accepted the role of local superintendent. He was ideal in this role and was so successful that the membership progressively increased from just an initial handful to now more than 160 modellers.

He was awarded Achievement Program certificates for service as Volunteer in 2000, followed by Official in 2007. At the 2009 25th Anniversary Convention he was presented with that years President's Award for his chairing of the very successful 2008 Brisbane convention. He would have been eligible for his 25 years membership plaque in 2012.

Glenn's enthusiasm for the Hobby was infectious and he was always available for discussion about anything to do with railways. He maintained relationships with and was a member of many other local model railway associations and clubs and evidence of those friendships was very evident at his funeral.

He never lost his happy disposition, was a firm believer in the NMRA and what it offers the Hobby and continually promoted it any possible way. He was a great ambassador and was always helped and supported by his lovely wife Sandra to whom he had been married for 38 years.

Glenn touched many lives and was everybody's mate. He was that sort of guy and it is hard to accept that he has now gone. He was looked up to by so many, not only as their mentor and good friend but as a Mate.

All 180 seats at his cremation were taken early and the

overflow jammed the back of the chapel, the reception area at the rear and the available windows to the side. The service was very sympathetically and professionally conducted by David Taylor. A short slide show of his life was accompanied by a loud and very accurate recording of a steam locomotive starting and slipping with a very heavy load. Fortunately no recording of the passing of a F 111 was provided!

His brother Wayne spoke of their early youth and RAAF service, John Saxon spoke on behalf of the NMRA.

We were then taken into Glenn's time in the RAAF where he rose to the rank of warrant officer and where the RAAF was never certain that when he was sourcing F 111 parts in the US that he was not just looking at or for model trains!

At the conclusion of the ceremony past and present members of the services were invited to accept and place red poppies on the casket. The procession took a full ten minutes to pass.

A reception was later held at Mount Cotton Rain Forest Gardens where Ted Stevens, secretary of the Darling Downs Model Railway Club, presented Sandra with an AR hopper complete with a dedicated decal bearing Glenn's image and particulars. (This decal will be made available later by Ted to anyone that wishes to contact him directly.)

A sad day for us all but that will be long remembered.

John Saxon.



Ted Freeman, secretary of Darling Downs Model Railway Club, presenting Glenn's wife Sandra with an AR hopper kit with an image of Glenn on the side & will be making copies of the decal available to the membership in due course.



What a couple of exciting weeks I had in California, USA in early July 2011 at the NMRA National Convention, X2011 West, in Sacramento. Over 50 Australian and New Zealand members attended, and I enclose a photo, taken by newly appointed RAC Director Stephen Priest, of some of us at the Convention Centre.

I travelled with fellow member Robert Shoesmith and was delighted in his passion of vintage cars via a trip to Sacramento Vintage Ford, where you can buy anything to complete your Ford restoration. But back to the beginning, which started with a flight on Qantas's new A380. Having travelled a lot during my business years, I thought the new aircraft very quiet and comfortable, made a lot easier by a complimentary upgrade!

We stayed in Newark CA during the weekend before the Convention, and saw some great layouts during our self-drive tour. We had the pleasure of Mike Bartlett and Michael Peters from Taree joining us on the tours. On Saturday Robert and I spent a dinner cruise on FDR's Presidential Yacht on San Francisco Bay. Built for the President's use just after the Great Depression, I was surprised at how spartan his accommodation was.

The Convention had the normal structure for the week with many excellent clinics, railroad and non-rail tours and yet more layout tours. Friday was the Train Show Day. I was surprised the larger manufacturers had nothing to sell but were primarily displaying what you can order through their dealers and on the Web. My purchase of the show was a signed print by Larry J. Fisher of his night time view of two New York Central 20th Century Limiteds crossing at Buffalo NY Station. It looks wonderful framed!!

We undertook a rail fan trip up to Union Pacific's Donner Pass on the Wednesday, and saw UP's huge Roseville Yard on the way. To be honest the yard is too big to see much, but just impressive by its sheer size. Lunch was at Truckee, altitude over 7000 feet, to the east of the summit tunnel. We were amazed to find snow on the ground, in the middle of summer with the

From the CAB

with

David Howarth MMR - President NMRA AR

temperature at 85 degrees Fahrenheit. The reason was they had over 70 feet of snow last winter and that just takes time to melt!

I was invited to a function at the California State Railroad Museum just a few blocks from the Convention Centre. It was to launch the fundraising for the NMRA Scale Model Railroad Exhibit planned for the museum in the next few years. From the strong support from donors, I am sure this exhibit has every chance of proceeding in the next few years.

There are many more wonderful memories of the Convention. I can but encourage you to attend one in the future if you have not done so before.

Until next time,

David

Glenn Stevens memorial decals



Anyone who would like to obtain decals, I will do them by request, I require to know the size/shape of item they wish to put them on, it is preferable to email me with details teditor@bigpond.com so I can send a draft to check sizes before printing, this will be a no cost project, though any donations will be welcome, but should go to Sandra Stevens.

Anyone wishing an AR KITS wagon ready to run should contact Al Cutmore and discuss it with him, I am sure he will do ones to order if requested, best to email Al at info@arkits.com

*Yours in Model Railroading
Ted (Teditor) Freeman*

Report from the PACIFIC DISTRICT DIRECTOR

Report of the Pacific District Director

Sacramento Convention

The Sacramento Convention has come and gone. All the reports from those attending indicate it was very successful. The numbers were up with over 2000 attending. The clinics and tours were varied and excellent.

Most of the BOD, and the convention management team, attended the Australasian Region's get together on the Sunday evening. Their feedback was also positive as they enjoyed meeting the delegation from down under.

Next year's convention is at Grand Rapids in July.

In the meantime, don't forget about our 2011 Regional Convention in Melbourne this October.



Board of Director

The BOD spent considerable time on the proposed NMRANET. This is now one step closer and is in its final stages. An updated draft will be available on the web shortly.

The other main meeting topic was how to support the Divisions. The BOD knows that the Divisions are the "shop front" of the NMRA. That is where the members meet and learn about our great hobby. National is looking for ways to provide the tools to help the Divisions service and grow their members. If you have any suggestions, please pass them on.

As many of you know, I had to return to Australia before the BOD meeting and the Sacramento Convention for personal reasons. My wife and I would like to say thank you for all the kind thoughts.

Cheers ... happy modelling

Peter Jensen

Pacific District Director



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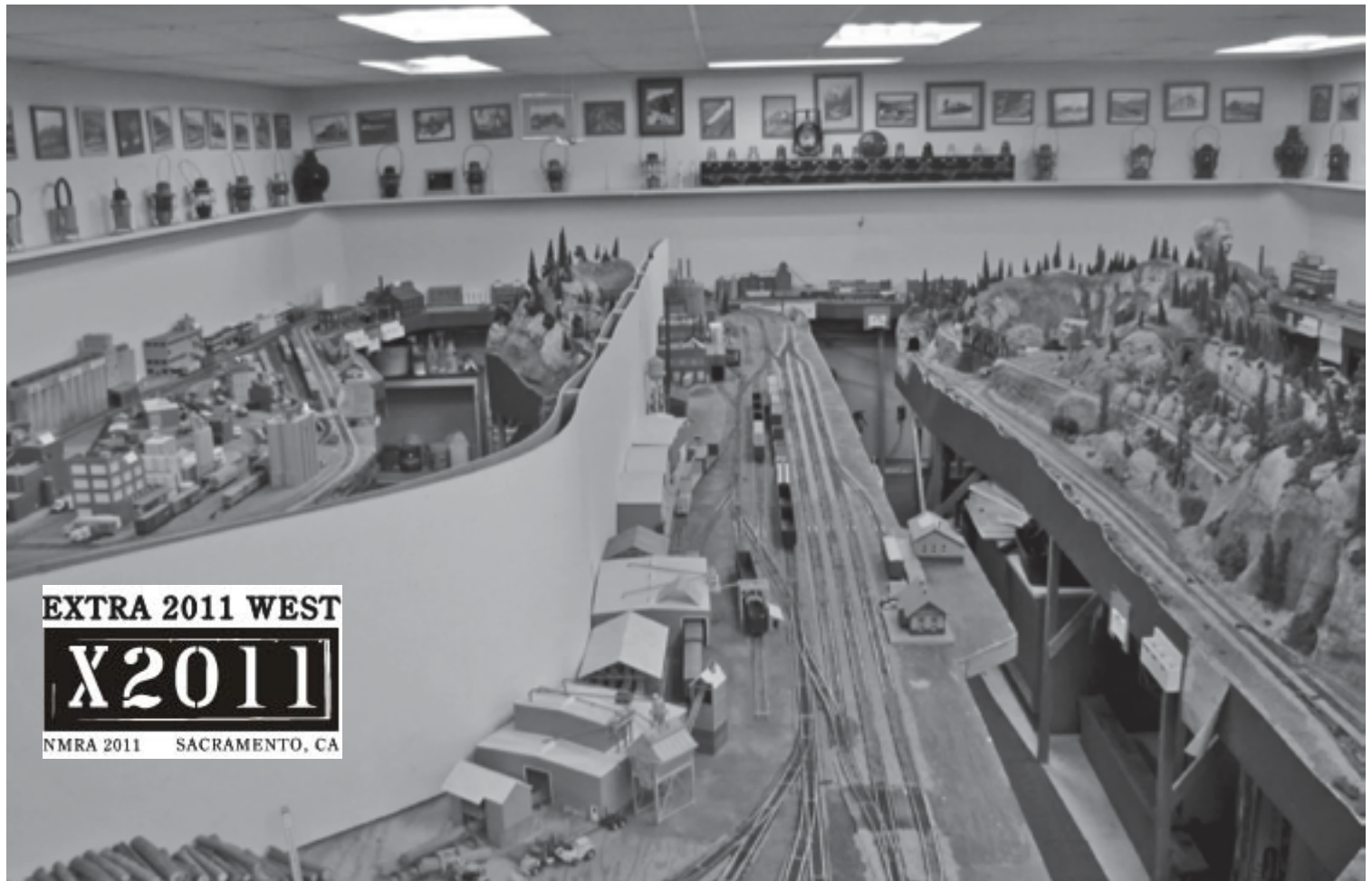
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DIVISIONAL CALENDAR

Queensland

17th September	Justin Walker	8/9 October	NMRA Regional Convention, Melbourne
15 October	Martyn Jenkins	19 November	PENDING!
17 December	Division One Christmas Party		

Canberra

24 Sep	John Gillies	22 Oct	David O'Hearn
Oct 8/9	Regional Convention, Noble Park, Melbourne	10 Dec	Steve O'Brien
19 Nov	Brad Hinton		

Victoria

Sep 11	Bob & Myra Thornton	Nov 13	John Dennis	Mitcham
Oct 8-9	NMRA CONVENTION, Noble Park, Melbourne,			

South Australia

01 Oct Ian Wade
 Oct 8/9 Regional Convention, Noble Park, Melbourne
 03 Dec Ray Brownbill

Sydney

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			

EXTRA 2011 WEST

X2011

NMRA 2011 SACRAMENTO, CA

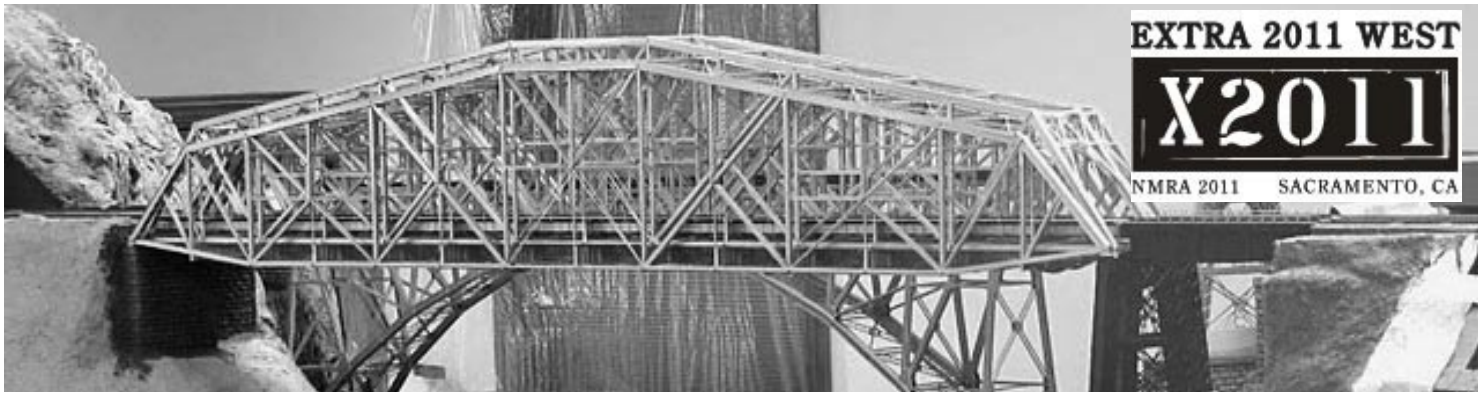


EXTRA 2011 WEST

X2011

NMRA 2011 SACRAMENTO, CA





EXTRA 2011 WEST

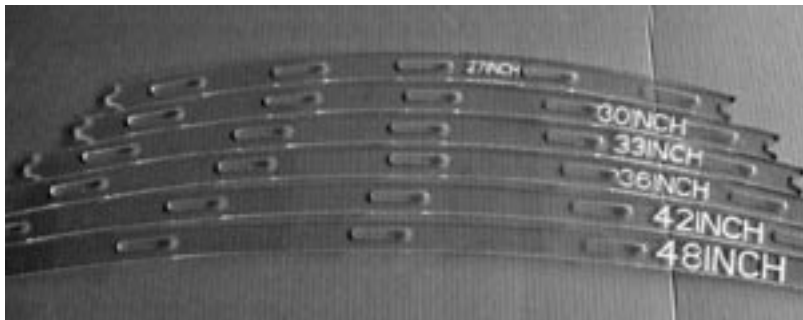
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Magnetic Attraction

*Text by: Ted Freeman
Photos: Russell Hartwig*



This article is to do with Magnetic Uncouplers.

I stumbled across an article in an old NMRA Bulletin, it referred to the possibility of using cupboard door magnets as uncoupling magnets for Kadee couplers. My mind went straight into N Scale thinking gear, what if! I thought. A deft manipulation of a screwdriver soon had a magnetic latch off the kitchen cupboard, and the experiments began.

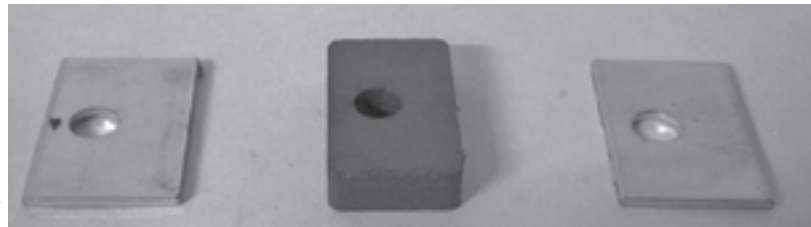
Several false starts and eventually I was able to get the magnets to work, but I was not totally satisfied with the performance, several were installed in the Yangri Yard on the N scale layout, and although satisfactory and on a par with the Micro-Trains magnets performance, I felt that they could be better.

I had installed a variation in Freewater Yard on the HO Drayton Harbour, again, I felt it could be better, Jim Heemskerck liked the concept and started to experiment on the track on the drag strip, I likewise went back to the drawing board, we both came up with collaborative ideas that pooled together gave us what we were looking for, reliable operation, minimal adjustment, reasonably easy to install, maintenance free, hidden - and cheap!

The secret weapon in this economical variation for substitute uncoupling magnets is a simple Magnetic Cupboard Door Latch, it is important to get ones rated at 6kg (there are lighter 4kg rated ones, they are not strong enough), the cost for these will vary, if you purchase a carded product, expect to pay more, buy the loose items and the cost is less, strangely enough, there are two colours of plastic housing, brown and

white, the brown ones were listed at \$1.35 each, while the white ones were \$1.65 each, some negotiation with the management of the Mitre 10 Store I went to secured a bulk purchase of 100 at .85 cents each. I cleaned them out of brown ones on the first purchase, but managed to secure a deal that gave me either colour at the same price as long as I purchased in lots of one hundred.

After prying the assembly apart, you will be left with a magnet and two metal plates, unless you can come up with a use for the plastic housing and striker plate, you can discard them. You will need two of these assemblies for each uncoupling magnet, with the N scale, only the magnets will be used, for HO, two



magnets and four plates will be used. (This would undoubtedly work in other scales/gauges as well, a bit of experimenting will soon tell).

Basically, all that is done, is to SuperGlue the magnets to the underside of the track where you wish to install it, for N scale, two magnets together, glued under the sleepers, centred between the rails (they will just about be equal to the gauge of the track. For HO, install the four metal plates between the two magnets and then glue this assembly under the sleepers.

If you are installing a section of track with magnets installed, you will need to cut a hole to suit in the baseboard/track bed, (templates shown here for N and HO scales). The technique you use to do this is up to you, for N scale I drill three holes the width of the magnets and approximate length, then file the hole to shape with a wood rasp.

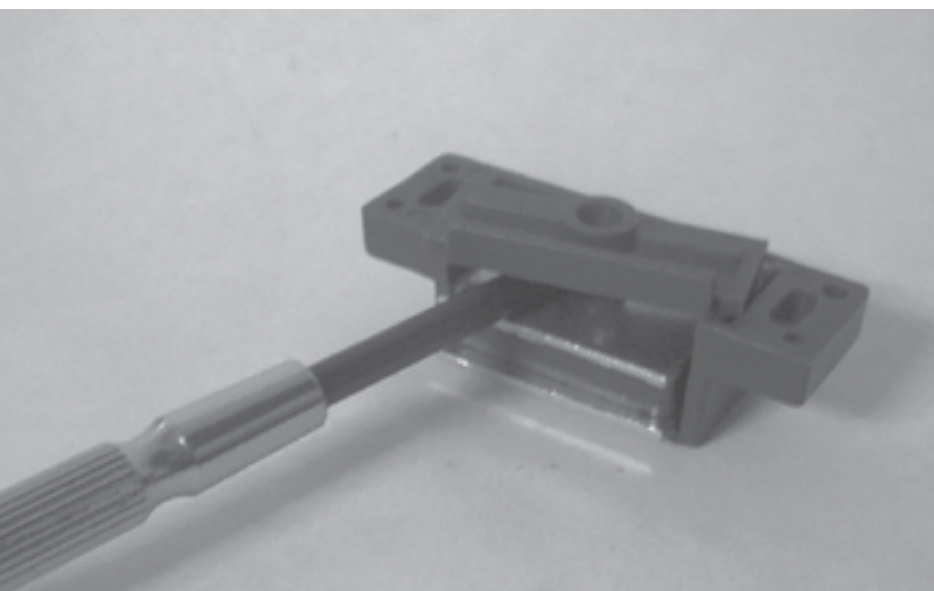
N Scale 10mm x 25mm



HO Scale 15mm x 25mm



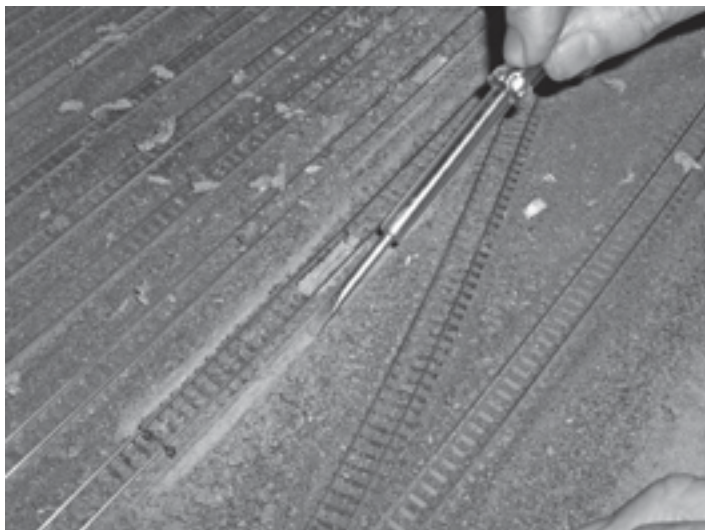
These dimensions give a very snug fit, you may need to ease them out just a bit more,



drop your section of track with magnets attached into place, test the operation and then you can ballast right over the magnets. Some sort of location indicator will be needed to locate the magnets once ballasted. Either a splotch (*Technical Term Ed*) of paint on the side of the rail, a figure, post, use your imagination.

Operation of these magnets is the same as Micro-Trains or Kadee permanent magnet uncouplers, push or pull a train straight through and no uncoupling will occur, stop over the magnet, ease up, then pull apart, the knuckles will move to the side and uncouple, you can then push the car/s into a siding using the delayed uncoupling method. These magnets are quite strong, the width they come out at makes them more efficient in pulling the knuckles sideways giving even better results than the manufacturers offerings and at a much less cost.

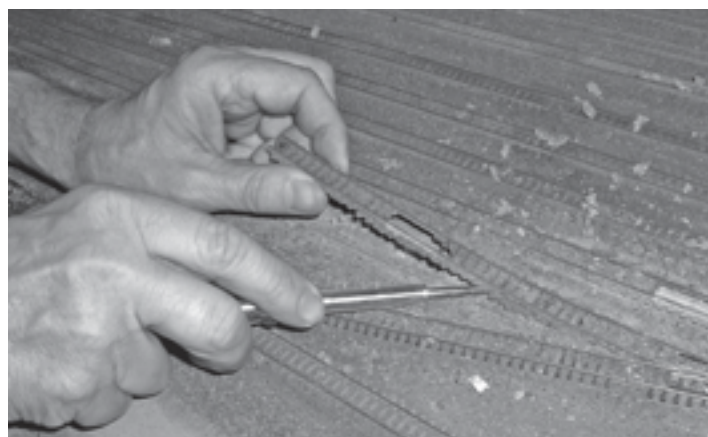
Here is a picture tutorial on fitting the magnets, this is illustrated on the N scale Yangri Valley Railroad, but the technique is the same for HO.



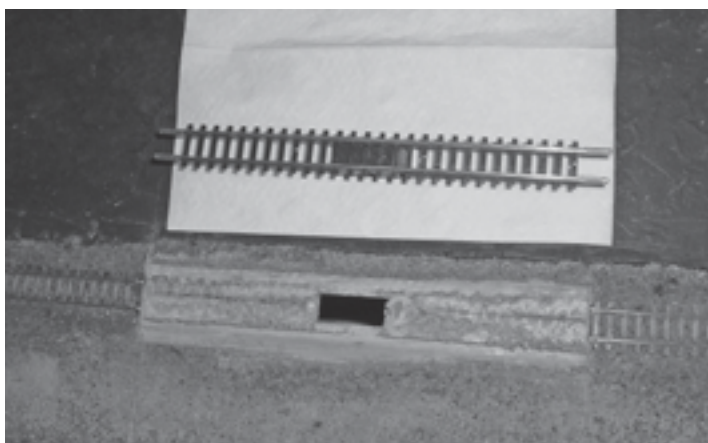
Above: Scrape away ballast from the edge of the track section you wish to replace, cut through both rails where you wish to remove the track, in this case, the end at the turnout is removed from the joiners.



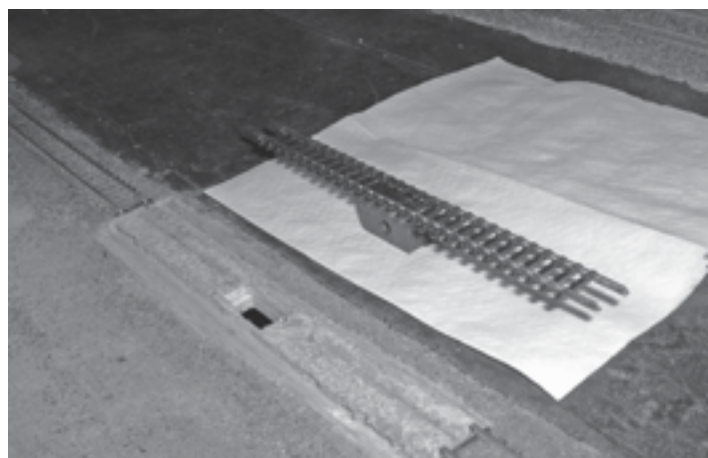
Above: Cut under the track between the cork and ties, take care not to damage the underlay any more than you can.



Above: Carefully lift the track section up.



Above: New track section with magnets attached, hole cut in baseboard.

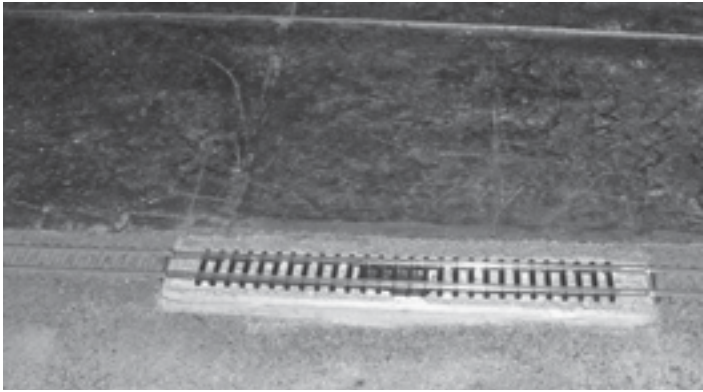


Above: Another shot showing how the magnets are SuperGlued directly to the underside of the sleepers.

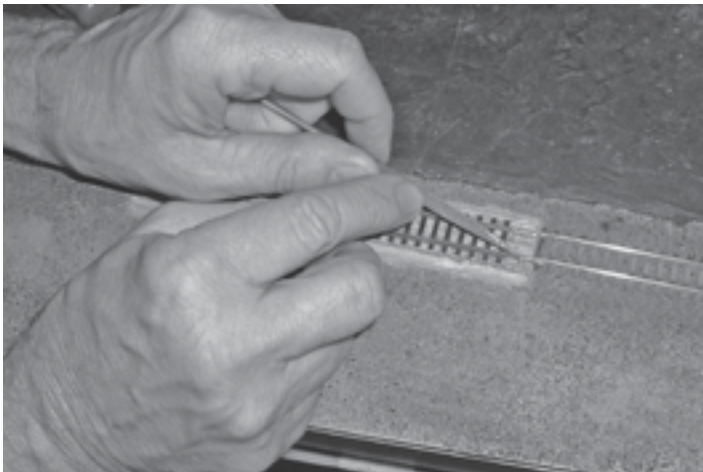


Above: Don't forget to undercut the sleepers so you can slide the rail joiners in place after installing the

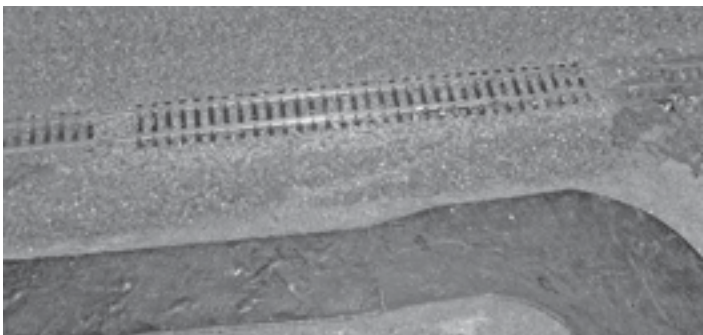
new section of track.



Above: Track section with magnets in place, make sure there are expansion gaps in the rail ends.



Above: Carefully slide the new rail joiners into place, make sure they are located on the web of the rails properly.



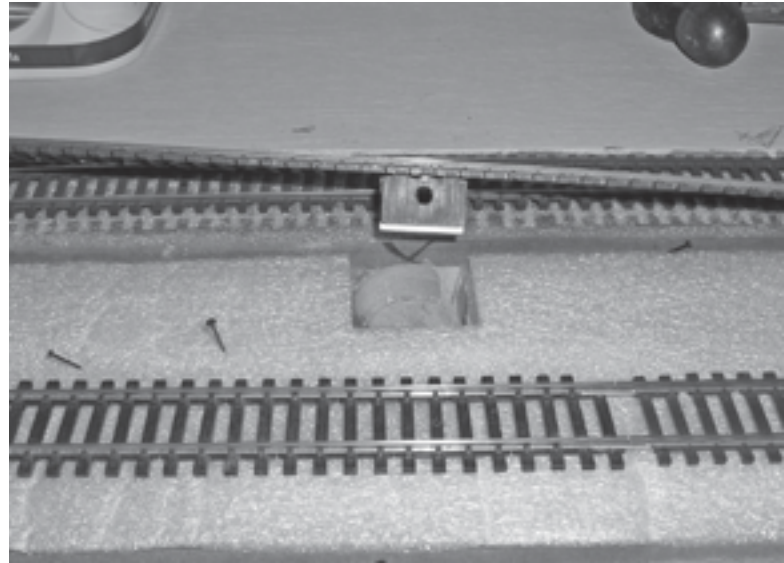
Above: Ballasted - now where did that magnet go?

Here below is the setup for HO scale uncouplers, Magneto Man SuperGlues the four metal plates

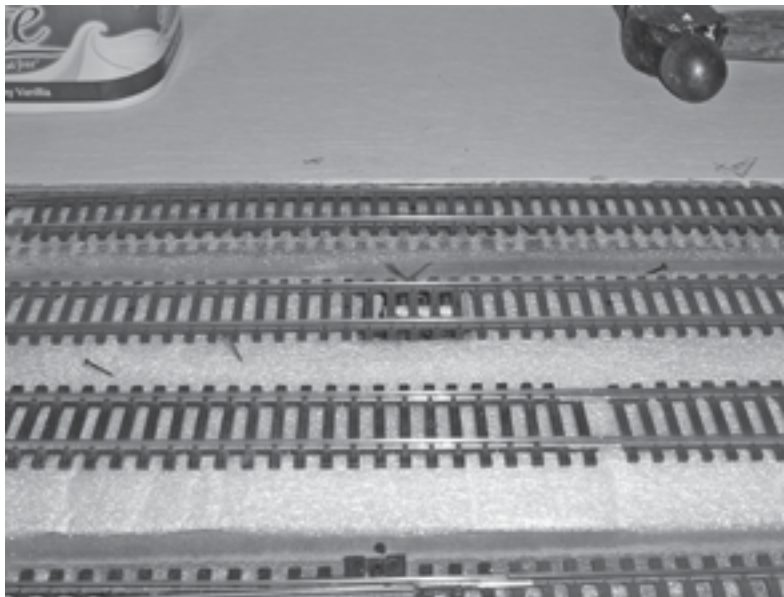


between two magnets, making sure that the glueing surface to the underside of the sleepers is level.

The Assembled magnet is glued directly under the sleepers, centred between the rails.



In this instance above, instead of drilling and filing a hole, Jim drilled a blind hole deep enough to accept the magnet assembly.



Track in place and ready for ballasting, although the same length as the N scale magnets, there is plenty of length to uncouple, again, the full delayed action is available and there is plenty of strength in the magnets to operate properly.



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VISA

MASTERCARD



Six Industries on the Santa Fe and South Pacific

by Doug Cook
Photos by Author

This article is about six of the industries on my layout the Santa Fe and South Pacific and has photographs of each industry and also a brief description of the kits and components and the materials used to build each.

While I model in N scale I feel that all or most of the techniques used in this article are applicable to most scales. Generally I don't make scale drawings of the planned structures, however I do have a vision in my mind of what I want to accomplish as far as the buildings are concerned. The one thing that I usually do but not always is to cut a template out of poster board of the area that I have to play with in which to build the specific structure. I do this because there is one thing that I have found over the past years is that unless you have an aircraft hangar as a layout room, compromises will have to be made (this includes tracklaying, scenery and structures). All of the structures referred to in this article were brush painted with acrylic paints made by Tamiya, Polly Scale and Badger Modelflex except for the Cargill Grain Elevator which had the silos and elevator building painted using Tamiya spray cans.

- **Industry No1** – Centennial Mills in Sashaville.

To make this facility, I have combined a Walthers Red Wing Milling kit with a Walthers add-on Silo kit and several scratch built segments. The add-on silos were assembled as per the kit instructions. In assembling the mill building I left off the area supporting the chimney and the chimney itself and increased the height of the head house using Evergreen sheet and strip styrene so it could match up with the gallery structure on top of the silos. The structure over the rail raceway dispatch

sidings was scratch built from Evergreen board and batten styrene sheet (the smallest spacing makes a good raised seam metal siding in N Scale). The road transport loading and storage silo to the left of the main building was scratch built from plain and board and batten sheet styrene. All of the stairs, caged



ladders and walkways used in this facility are Gold Medal Models etched brass kits and brass wire was also used to represent pipework.

- **Industry No2** – Cargills Grain Elevator at Marlana.

To make this facility I have combined a Walthers ADM Grain Elevator kit with a Walthers add-on Silo kit and also scratch built components. Because this structure



backs onto the backdrop the silos that come with both kits were cut lengthwise down the centre and the two halves were joined end to end. The central elevator section was made by joining the back and front of the elevator section together. The two track loading shed was constructed from Evergreen board and batten sheet styrene. The dust collection unit on top of the loading shed is loosely based on a project in the 1986 Model Railroader magazine. The cyclones used came with the two kits with the ones on either end being cut and lengthened using styrene tube while the rest of the dust collection unit was constructed from Evergreen styrene strip and structural shapes. Also used was brass wire, plastic sprues and Gold Medal stairs, caged ladders and industrial walkways.

- **Industry No3** – Hyland Beverages at Marlana.

To make this facility I have used two Walthers George Roberts Printing kits, components from a Green Max kit, tanks from Walthers and DPM kits and scratch built segments. The main structure was built using one and a half of the George Roberts Printing kits



joined end to end. I assembled the tank farm by combining tanks from the Green Max kit (the larger tanks at the back), The DPM kit (the tanks at the left front) and the tank at the far right is from a Walthers kit. The A frame supported the elevated pipe work and walkways are from the Green Max kit. The bund walls around the tanks, the steps and the areas surrounding the tank farm are

made from Evergreen strip and sheet styrene. The pipework is made from brass wire and the caged ladders, industrial walkways and the chain link fencing are from Gold Medal models.

- **Industry No4** – Sunrise Plastics at Marlana.

To make this facility I have used two Micro Engineering engine shed kits, parts from a Rix Mac Corporation kit and a fair amount of scratch built segments. The tall main building was constructed by stacking the sides of the two engine sheds one on top of the other and stepping back half of one side to accommodate the plastic pellet silos and modifying the kit roof to fit. The lower segment of the main



building was made by modifying wall and roof components from the Mac Corporation kit. The office area of the complex was scratch built by using Evergreen sheet and strip styrene and Micro Engineering windows and doors. The plastic pellet silos are made from plastic tube and the cones on the bottom of the silos were made by putting a plug in the bottom of a cheap funnel then filling the bottom third of the plastic pipe with casting plaster. When the plaster has set remove the funnel and there we have a silo with a conical end. The legs supporting the silos are made from styrene structural shapes. Before I could start construction of this industry, cutting out a template of the space that this industry occupies was essential because it is a very irregular shaped piece of real estate.

continued page 18



All Photographs by the author

Top Left: Cargill Grain Elevator

Top Right: Hyland Beverages

Middle Left: Sunrise Plastics

Middle Right: Valley Gravel

Bottom: Grant Manufacturing

Australasian Region Convention 2011

Carwatha College, Browns Road,
Noble Park North,
Melbourne VIC.
8-9 October, 2011



Registrar: Laurie Green

E-mail: lauries@virginbroadband.com.au

Phone: (03) 9744 5188 (AH)

Website: <http://www.nmra.org.au/convention11/convention11.html>

Cost: \$80.00

A list of presentations can be found on the website.

The convention is 1.5 days of clinics and workshops and 0.5 days of self-drive layout tours.

Information of the layouts on the self-drive tour and clinics are on the Convention Web Site.



- **Industry No5** – Valley Gravel Crusher and Loader at Marlana.

To make this facility I have used a Walthers Glacier Gravel kit and a number of scratch built components. The Glacier Gravel kit was assembled as per the instructions with the one exception being the opening in the walls above the rail loading bins which was filled in with similar siding material. A new truck unloading



hopper was constructed from Evergreen sheet and strip styrene and attached to the conveyor going to the crusher building to accommodate a new conveyor coming across the main rail line from the quarry. The conveyor gantry was made by gluing Evergreen styrene N scale car siding to a core made from balsa wood. The A frames supporting the conveyor were scratch built using styrene strips and structural shapes. The office/storage shed was scratch built from Evergreen board and batten sheet styrene and Grandt Line doors and windows.

- **Industry No6** – Grant Manufacturing at Grant.

To make this facility I have used two Model



Power General Electric Building kits (this particular structure is also marketed by Pola and Faller but under different names) and some scratch built segments. Because this structure sits on an odd shaped site and is therefore irregularly shaped a template of the site was first cut out. The three story wall components of the kits were assembled to make the three walls that do not face the rail siding that serves the industry. Single story sections of the kits form the walls of the building above the rail siding. Both the loading dock walls facing the rail siding and the road vehicle loading annexe on the left end of the structure were made from Slatters plastic N scale brick sheet and Micro Engineering roller doors. Styrene sheet was used for the roofs of the building.

Happy modelling to all



EXTRA 2011 WEST
X2011
NMRA 2011 SACRAMENTO, CA

LDS Tour compatriots Mike Chandler & John Green from Vancouver, Canada



EXTRA 2011 WEST
X2011
NMRA 2011 SACRAMENTO, CA



HANDS ON SCENERY CLINIC

EPPING MODEL RAILWAY SHOW
JUNE LONG WEEKEND 2011

by Phillip Anderson
photos by Ron Seddon



Geoffrey and Jill Nott together with John Montgomery ran a very successful and popular “Hands On” clinic over the long weekend in June.

Geoffrey and John had run a trial of this at the Holroyd Club’s show at Wentworthville.

A great deal of time had been spent in planning and preparation for this clinic.

Some four hundred bases were cut out, to them were added foam. A myriad of “bits and pieces” of different items, rock, soil, tree stumps, various types of foliage and different shades of grass were laid out in preparation



for the participants.

As each of the “students” came forward, they were given the base with the foam attached, then Jill painted the foam and the student then went to see John or Geoff to put together their own scene. Smocks were available for those who wanted to avoid the possibility of getting any scenery on their clothing.

I strolled by on a number of occasions that afternoon, there was a constant queue of happy folk awaiting their turn.

The clinic was aimed at children.

Too often, we have barriers erected, to keep little hands

away from the passing trains and scenery. Children are told, “Don’t touch !”

So here we had a fresh approach, encouraging children to be “Hands On”.

Not all were children. Some adults asked for a turn, as did one gentleman who had some difficulty with his hands. He persevered, and with help from Geoff, succeeded.

I noted many happy faces as the participants departed with their scenery, which they had just created.

There were a couple of green donation boxes, to help recoup the cost of materials. Money was donated by, not only participants, but some of the other stall holders, and passers by, who were impressed with the whole idea.





At the end of the weekend, The Epping Club officials congratulated Jill, Geoff and John, individually and asked would they return next year ?

The trio of instructors each did a seven hour day, with minimum breaks. It was Jill's first time in helping with a clinic, she was wonderful.

I daresay most of the "students" did not realise how lucky they were to have had instruction from such a talented trio.

We are privileged and fortunate indeed to have such a talented and thoughtful trio in our midst.

Jill, Geoffrey and John, I salute you.

In a footnote to the June railway show the team, together with three other friends, (another Jill and two more Johns) repeated the wonderful show at the Hills District Model Railway Exhibition, held at Castle Hill showground, the weekend of the 6th. and 7th. of August. Once again they had many happy participants.



One of the highlights for Geoff Nott, was when a blind girl approached him and Geoff offered to help her also do some scenery. Geoff placed each piece in her hand and explained each step as they did the scene



together. The girl was elated and took her completed scene with her.

Well done to all those concerned with the "Hands On Clinics".

We often look at ways of attracting new members, particularly younger members.

Judging by the constant flow of young ones, who were awaiting their turn to participate

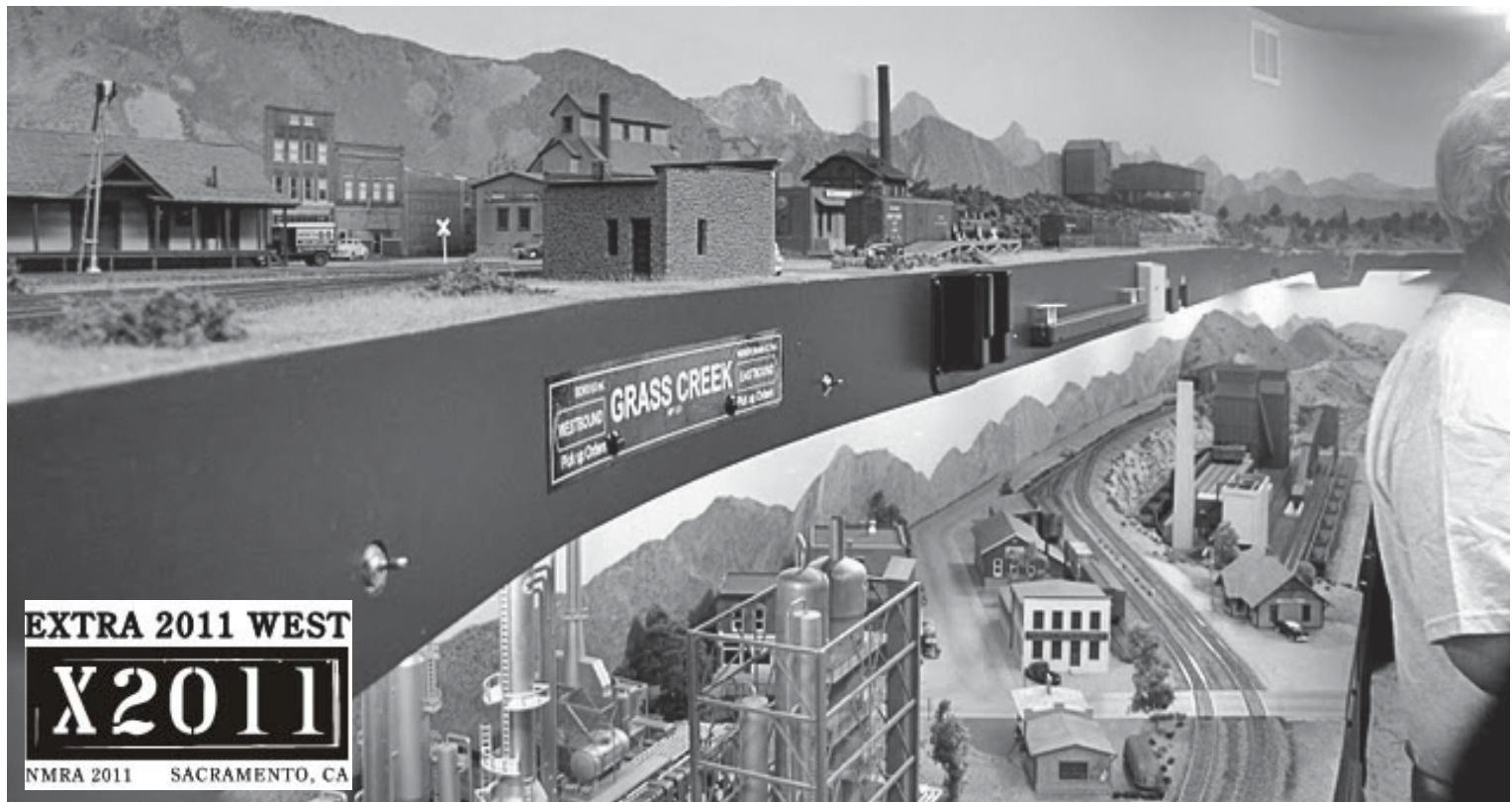
in the "hands on" clinic, Geof, Jill and John have well and truly found a great way to get the "young ones" interested

in scenery/model railways.



During 50 + years in the hobby, There has always been a suspicious look from people who find out that we are railway modellers, but, these modellers are demonstrating just how much fun others have been missing out on. Ed

*This is a photograph of Athearn Union Pacific 1st generation 4500HP Gas Turbine No. 58 entering service facilities on my 0.3m x 2.1 m HO DCC shelf layout. Mainly scratch-built UP 8500hp turbine number 8 is on the adjacent track.
Peter Langhorne Division 2 ACT*



Australasian Divisional Reports

Division 1 Queensland

The second NMRA Train Show run by Div 1 was held on the third weekend in May at the Mt Gravatt Show Grounds. Some changes were made to the format with the Majestic park Cubs manning the canteen, in addition to their BBQ. In addition, following an approach by four local hobby retailers, the downstairs area of the hall was added for the weekend.

On display were 10 layouts, comprising 2 HO, 2 OO, 2 On30, and 4 N, and two modelling 'How-to' displays, all manned by NMRA members. Showing the geographic diversity of our organisation, we had two displays from northern NSW members in Div 7, two from the Sunshine Coast, one each from Toowoomba, the Gold Coast, with the remaining 6 from the Brisbane area.



Melahyde by Kerry Rassmussen

The Scouts involvement has been a big help. In addition to manning their BBQ stand and the canteen, they contracted to provide lunches to the exhibitors on both days. Their involvement helps with our Community involvement, is an extra drawcard in terms of publicity for the show, and gives them another fund raising opportunity. This year's show was more successful than 2010, so we were able to donate \$150 on top of the money for meals.



Glenn Handing over cheque to Mel Logan, the Cub leader

Overall from the point of view of all involved, the 2011 NMRA Show was a success in all aspects. In addition to the donation to the Cubs, Div 1 has set aside \$300 towards the cost of the 2013 National Convention on the Gold Coast, and we have two or three potential new members for Div 1.

Div 1 Modular Display SIG

The Div 1 Modular Display SIG has been very active in the past three months. They displayed four out of the five available modules at both the AMRA and NMRA Shows in May, the



Toowoomba Show in June, and the Gold coast Show in July.

The layout is named "The Wayne Branch" and was designed and built as a lightweight, portable, end-to-end switching layout, displaying various industrial areas. Over the length of the branch, each module is connected railroad wise by a mainline and a parallel switching track. Trains are controlled by NCE DCC which allows infinite flexibility in movement of trains.

The end-to-end concept was adopted both to enable the operators to 'operate' the layout, and to have the trains completely in the public view at all times. This fact has proven itself over all the shows the group has attended, with conversations with the public, sometimes stopping trains!!!!



The layout being end-to-end, with standardized module interfaces, has numerous benefits. Space required to display is effectively halved, individual modules can be built any length, modules can be displayed in any order, and in any number, although the main yard has to be on the extreme left hand side for operating purposes.

A full description of the layout and the operating method is available on the Div 1 website at <http://www.zelmeroz.com/anmra-1/members/homodule.htm>

Regards,

Glenn Stevens

Division 1 Superintendent

Bye Mate!

Division 2 ACT

In May, we met at Tony Payne's home. Tony now seems fully recovered from his heart operation and was in fine form for the meeting. He presented a slide show of photos from a selection of railroad calendars he has collected over the years and very interesting they were.

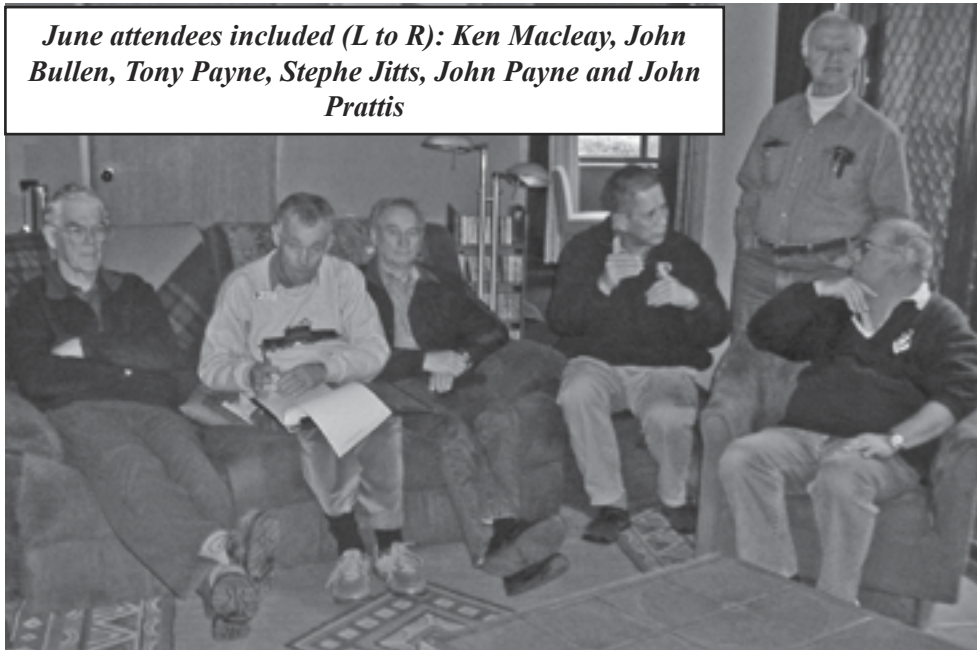
Present at our May meeting included (L to R): Ken Macleay, Rob Anderson, Stephen O'Brien, Tony Payne, Mal Risby, David Low and John Prattis



In June, Viv Brice was the host, with a reasonable turnout although some of the excuses for not coming were wearing a bit thin (in UK, camping in WA and so on)! His theme for the day was "Railroading in a Big City", and was based on the Pennsylvania Railroad in Chicago in the '50s and covered several of the features of the way that railroad handled its freight and passenger operations, and its relationships with other railroads. Undoubtedly every railroad handled these things differently but the problems facing all of them were very much the same

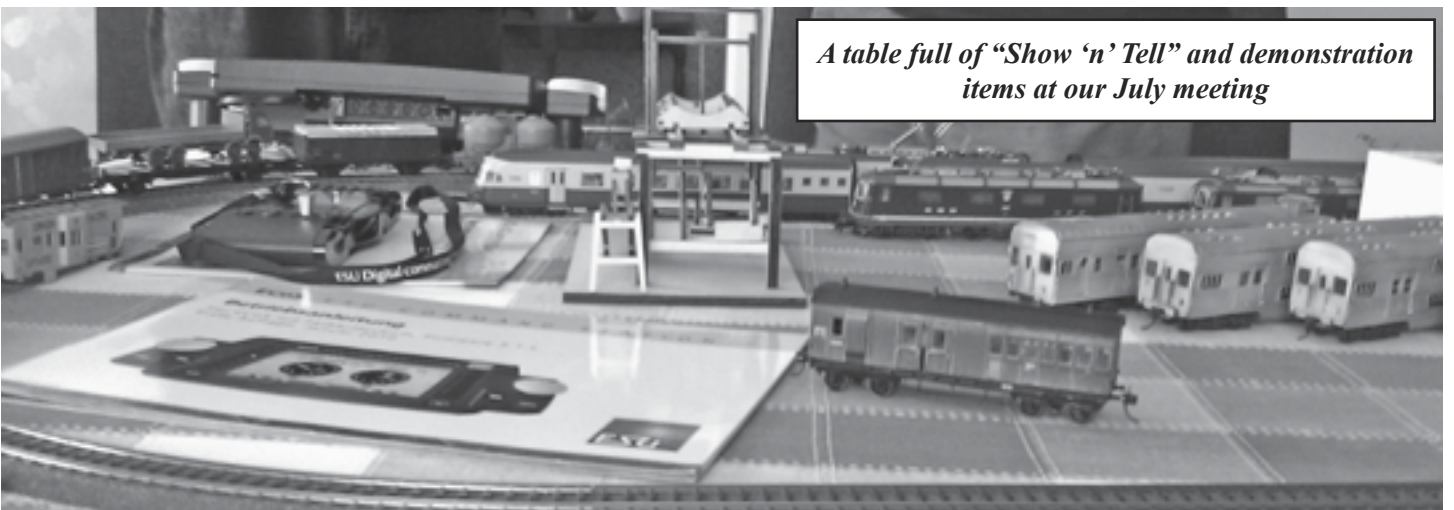
July's host was John Bullen, who gave us a very sound discourse on the ECoS 50200 DCC system from ESU in Germany. This is not a system that is very well known to us in Australia, since we tend to be concerned only with those from the USA, so there was considerable interest. Of special interest was its use of a good size colour touch screen to allow the operator to make selections by simply touching the appropriate icon. Since it held a library of the locos on your layout, loco selection was thus made very easy.

June attendees included (L to R): Ken Macleay, John Bullen, Tony Payne, Stephe Jitts, John Payne and John Prattis



For a much more complete version of our meetings, plus many more photos and other modeling tidbits, see our newsletter, "The Flimsy", that is available on the NMRA AR web site under 'Links'.

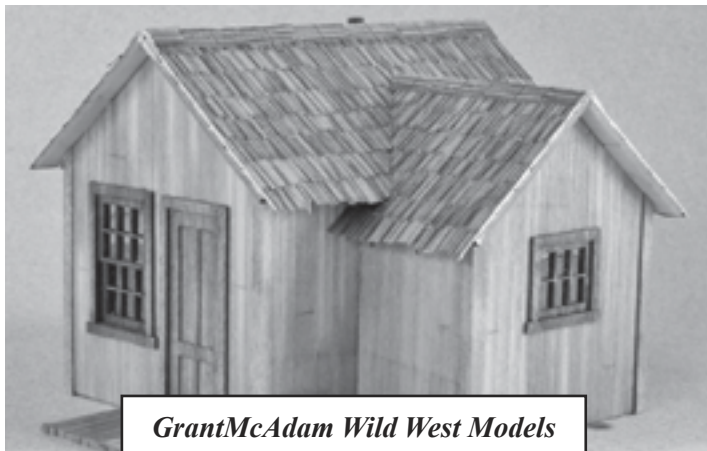
A table full of "Show 'n' Tell" and demonstration items at our July meeting



Division 3 Victoria / Tasmania

Your Div 3 reporter has been absent for many months this year, due to work commitments in the NW & SW Pacific Ocean. Though it has been a great experience to visit so many paradise's, not one Model Railway Shop was found. However I have finally been able to attend an NMRA meeting during July.

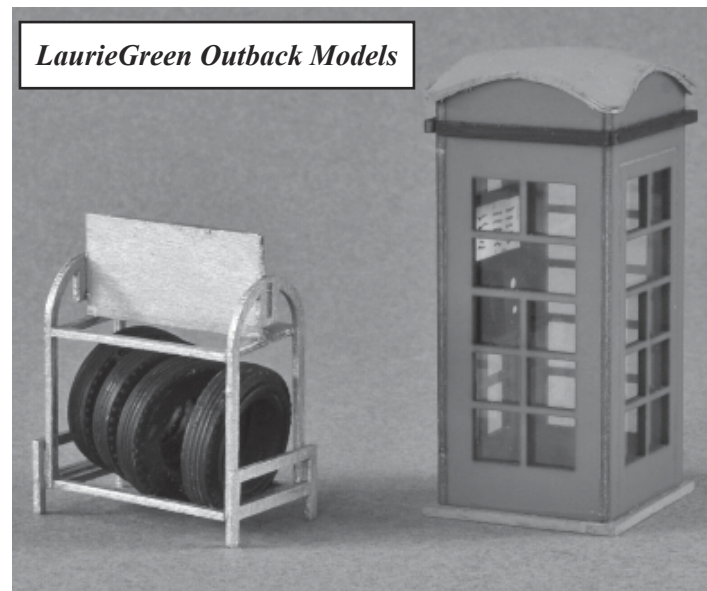
The venue for July 2011 was at the home of Gavin and Louise Hince. Gavin is the editor and owner of the Narrow Gauge Downunder Magazine. Gavin models the North Coast Narrow Gauge Railway in On30 (1:48) during the early 1900's. Based on the North Pacific Coast Railroad, which ran from Saucelito, near San Francisco, north the to the giant redwood forests of Northern California. Layout photos maybe found at



GrantMcAdam Wild West Models

http://www.nmra.org.au/Layout_Tours/Gavin/index.html.

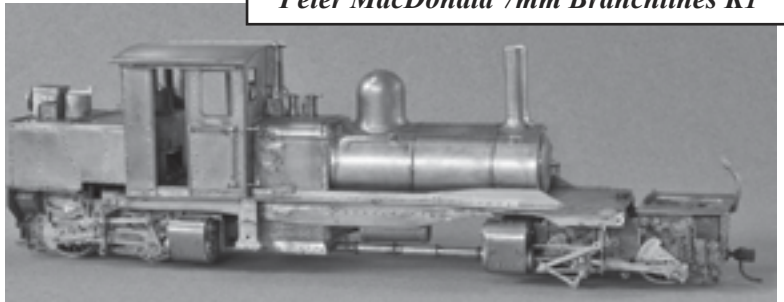
Gavin is continuously adding the the layout so the URL cited above may not be up to date. The day was cool and overcasts and 15 members and partners and one guest from Scotland, Neil Monck, enjoying a pleasant day. Most of the ladies retired to the Hince lounge room which was equally warm, and probably more comfortable. Models on display were of the usual Div 3 standard with Peter MacDonald leading the pack presenting a kit bash of the Ixion On30 Coffee Pot loco into an 0-4-2 freelance, and



LaurieGreen Outback Models

a 7mm Branch Lines brass kit of the K1 Garratt. Peter describes the construction of this kit as 'challenging'. Grant McAdam has, as usual, been building structures; this time an O scale house from Wild West Models. Laurie Green has displayed a prototype of a new O scale kit; a mercantile

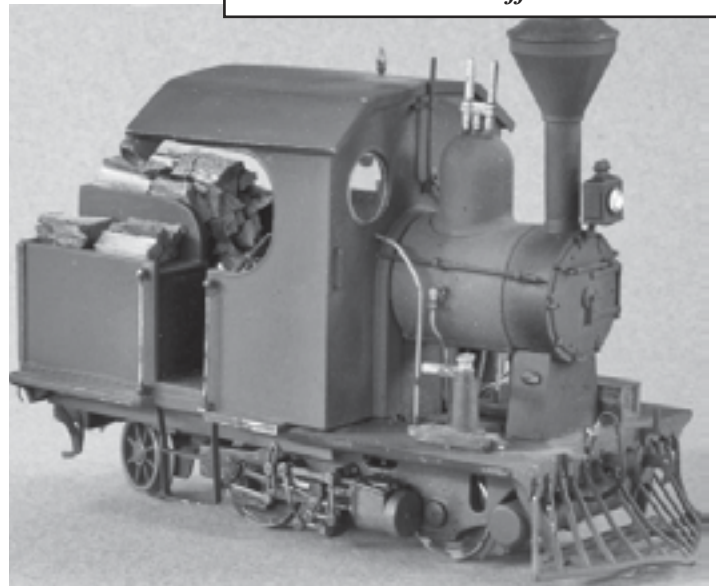
Peter MacDonald 7mm Branchlines K1



store. Outback Models now has some more accessories in the form of a tyre rack and an Australian telephone booth.

The day was enjoyed by all, particularly Gavin's informality and generosity in sharing his modeling experiences with others. A chance to visit a USA style Narrow Gauge Railroad and an opportunity to drive a locomotive amongst the giant redwoods was a great experience enjoyed by many guests. Business was confine to the NMRA Convention which is to be held on October 8-9. <http://www.>

Peter MacDonald CoffePot Kit Bash



[nmra.org.au/convention11/convention11.html](http://www.nmra.org.au/convention11/convention11.html)

A great day was improved by a generous helpings of home made cake, provided by the Hince's daughter, and Grant McAdam's muffins, for which his notoriety is well known. With coffee cups in hand Grant presented an NMRA thank you plague to mark the occasion and thanking the Hince family for opening up their home.

Regards

Rod Hutchinson

Mooroolbark, VIC.

Division 4 Western Australia

Activities May to July 2011

Five members participated in the May Division meeting at Peter Scrafe's. Members were able to see the progress Peter has made on the extension to his layout since our last visit.

The business end of the meeting concerned the AMRA WA exhibition over the June long week end. Frank Godde will be representing division four this year with his exhibition layout. We will be helping Frank man his stand.

Bring and show produced some scratch built models.

Frank Godde showed us his scratch built On30 steam clam shell loader. Rod Tonkin showed us his scratch built OO scale British Railways diesel brake tender.

Following a pleasant afternoon tea we got down to the afternoons major topic, installing DCC decoders. We looked at both the plug in type and hard wired decoders. We discussed the capacity of decoder to use in particular models. For instance older Athearn models need a decoder with a capacity of at least one amp.

The major issue with installing plug in decoders appears to be getting at the decoder socket. Some manufacturers give instructions on dismantling the models they manufacture, others leave the dismantling of the model to your investigative skills.



Phil Knife's Nene Valley Layout

Installing hard wired decoders in to older or non DCC ready models needs some thought. Just getting at the motor in some cases is a challenge. It took a couple of us half an hour to remove the body shell and circuit board on Peter's Stewart F7. Once the circuit board was removed it was easy to see how to wire in the decoder. Rod showed us the steps required to re wire an Athearn blue box GP40-2 ready for installation of a decoder. We figured out how to electrically isolate the motor from the chassis on Frank's Roundhouse climax. Alan's Rivarossi challenger was a little trickier. We quickly established how to electrically isolate the motor from the current collectors. How to electrically isolate the challenger's headlight from the current collectors will require more investigation.

The use of a multimeter to check the DCC decoder socket was wired correctly or the motor was electrically isolated from the current collectors demonstrated.

The time available was insufficient to demonstrate the installation of a hard wired decoder. A decoder installation work shop outside regular meetings will be organised in the near future to further explore decoder installation.

We didn't as a group exhibit at this year's model railway exhibition for a variety of reasons. Two of our members however exhibited their own layouts.

Phil Knife MMR exhibited his Neben Valley railway. A dual gauge HO scale terminus to staging yard layout set in southern Germany.

Frank Godde MMR exhibited his On30 Picken Shovel Mining Company. Frank's display comprised three dioramas with a single main line operating through all three dioramas. Frank was awarded second place in the Richard Smart Memorial Award for Scenery at the exhibition.

The two displays gave visitors to the exhibition an indication of the spread of interests of members of NMRA division four.

Seven members of the division attended the June meeting at Les Hodgson's on the 26th of June. We were able to inspect progress on Les's layout. Of particular interest was the foliage made of live moss Les has harvested off his back path. He will elaborate on the technique at a later division meeting.

Alan unveiled our new banner too much mirth from the members as he and Frank wrestled with the banner assembling it. We will use the banner at future exhibitions.

General discussion centred on a design for modules division members could build to operate at divisional meetings and or exhibitions. Rod agreed to prepare drawings of the modules he has built for further discussion.

A delightful afternoon tea prepared by Les's wife was greatly appreciated by all.

We wished Peter well for his trip to the NMRA National committee and are looking forward to him telling us of his experiences at the convention on his return.

Nine members of the division attended the July meeting at



Frank Godde's Picken Shovel Mining layout

Frank Godde's. We were able to inspect Frank's progress building his layout. Frank is re assembling his exhibition modules and building a watermill, a brewery and a fish wholesaler.

Bring and show produced Peter's bargains at the Sacramento Convention and Garth's On30 Rio-Grand K28 Layout progress was Rod's photos of his progress rebuilding parts of his Martindale Creek layout, Allan's thoughts on building a Hon3 layout and Peter installing the

Loco net wiring on the extension of his layout.

The meeting topic was modular layouts for future exhibitions. Peter showed us his photos and described his impressions of the Free-mo 80 feet by 40 foot display layout at the Sacramento Convention. Rod distributed some sketches of his part finished module. It was agreed a subcommittee of Peter, Allan B and Rod be formed to develop modular layout guide lines for division 4.

Division 5 New Zealand

Greetings from the shaky isles. In putting this Superintendent's Report together, and in explanation of why these are few and far between, it may help explaining the context of Division 5 in comparison to other NMRA Australasian Divisions.

In New Zealand model railroad groups are focussed on the geography modelled. So there is a UK based interest group, a European group, those who model New Zealand Railways, and those of us who model US prototype. In New Zealand the NMRA membership is specifically comprised of the latter. This is historic, as there are other organizations that provide membership resources for the other interest groups, e.g. the New Zealand Model Railway Guild for modelers of NZ prototype.

Division 5 membership has varied from 15 to 30 members over the years. We have one Master Model Railroader, Allen Hare. Life Member Paul Hobbs is active with the US NMRA organization and regularly helps out at US National Conventions. NZ Membership interests range from old time to modern, West Coast to East Coast, Steam to Diesel, prototype roads and 'home' roads. Most model in HO, but there are N scale and O scale interests and narrow gauge also has a following. Division 5 membership also reflects the geographic spread of the NZ population. There is a mixture of members who are active in round robin groups (based on home layouts) and those who for geographic or personal reasons just 'do their own thing'.

Therefore due to the difficulty in obtaining a 'quorum', monthly NMRA meetings, such as are held in Australia, are not held in New Zealand. Instead members meet, generally on a fortnightly or weekly basis, at home layouts for 'operating sessions'. As an example our Friday night group has been meeting for over 30 years and has five NMRA members on the 'call board'.

When the deal for NMRA Life Membership was

offered some time ago, several 'long serving' members took advantage of that opportunity. It is also noticeable that when NMRA Conventions are held on the US West Coast that assists increases in membership. Because of the 'proximity' of the Sacramento and the relative strength of the US dollar, there was a very good representation of Div 5 NMRA members at the recent Convention. This also provided the opportunity to meet our Australian colleagues and make new and renew friendships.

Every two years there is a national meeting of US prototype modelers in New Zealand. This is called the AMRA (American Model Railroading Association) meet. These meets are run by a different group in a different location each time and on a completely voluntary basis. The aim is to maximize the fun and minimize the cost. There is no formal structure and the group hosting the meet take on any financial risk. It has worked well this way for over 30 years; to the extent that 'Mini-AMRAs' are often held in the in-between years and seem to attract almost the attendance of the 'full' AMRA meet.

So, there is a lot of US prototype modelling happening on a 'local' basis. Our Friday night group has an e-magazine (Highball) published after each meeting. Both Bruce Seddon and Laurie Woodley publish semi-regular e-magazines reflecting progress and operations on their home layouts.

Hopefully this report puts in context the difficulty of reporting on 'NMRA activities' in New Zealand. In the future we might just have to report on members modelling activities on a layout by layout basis. But in wrapping up I'd extend an invite to those NMRA members heading over the ditch for a vacation. If you're heading our way, let us know and hopefully we can get together and 'run trains' (or discuss rugby and cricket if you really want to).

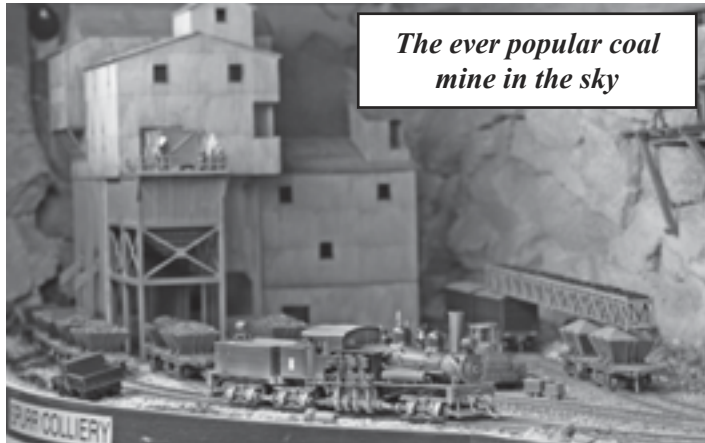
Model Railroading is indeed fun.

Kel Sherson Div Superintendent

Division 7 NSW

June Meeting

The June meeting was hosted by Sam and Jan Mangion at their water-side home at Buff Point, Central Coast. Sam's NSW layout is always popular with visitors, not only because it is very comprehensive but also because he is constantly expanding it, and we were not disappointed this visit.



The ever popular coal mine in the sky

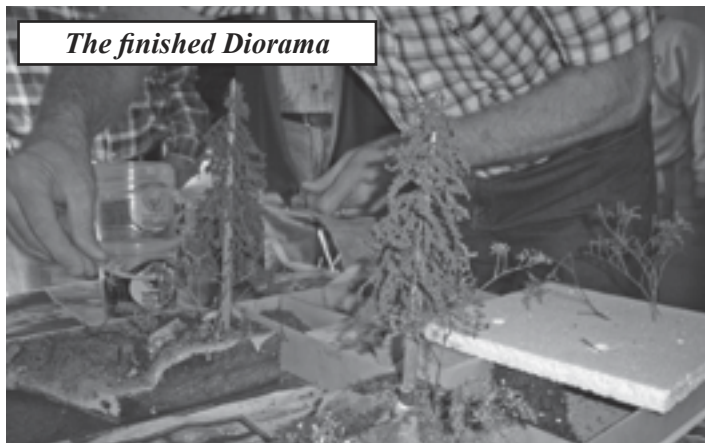
Since last time, Sam has added a coaling stage, the Kelsey Power Station and a complete centre of industry, comprising an engineering workshop, a saw mill and a hay, grain and blacksmith facility.

Quite a few members brought along show 'n tell items but just as we got to the show and tell stage, the heavens opened and we were forced to postpone till next time. So we concentrated on enjoying Jan and her helpers' afternoon tea.

Our thanks to Sam and Jan for their hospitality and a very enjoyable meeting.

July Meeting

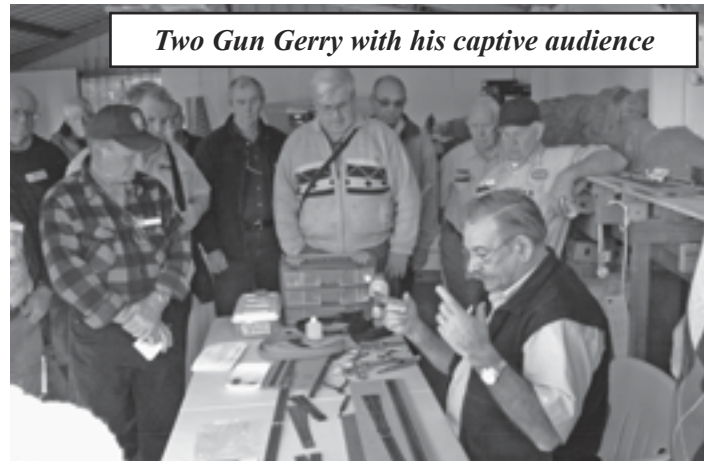
Fifty two members and visitors attended John Montgomery and Natalie's home on a beautiful Saturday in July. John previously had an operational point-to-point On30 logging layout in the double garage but was not happy with it, so disassembled it and has been working on a new one. He has the plans firmed up and most of the structures completed



The finished Diorama

and detailed, so should have Porters, Shays and Climaxes running soon.

Attendees were treated to 3 clinics. Gerry Hopkins gave two clinics, the first on the use of model aircraft servo motors in controlling turnouts. He was able to demonstrate sophisticated control of turnouts using simple circuitry connected to inexpensive servo motors that are readily available in aircraft hobby shops and online. His second



Two Gun Gerry with his captive audience

clinic was on the correct techniques for laying track, including joins on curves. As the pictures show he had a very attentive audience.

John and Geoff Nott gave a demonstration of the diorama clinic they had conducted at the recent Epping Model



So!! That's how it's done?

Railway Club Exhibition (and subsequently at the Hills Model Railway Society Exhibition at Castle Hill.) At these exhibitions, John and Geoff, with assistance from Jill Nott and some other wives, spent the entire

weekend teaching kids how to create scenicked dioramas of a tree-scape. Hundreds of kids built a diorama under John and Geoff's tutelage, and were able to keep their work. At Johns meeting, they showed how they did it and taught a dozen NMRA members how to make the tree-scape.

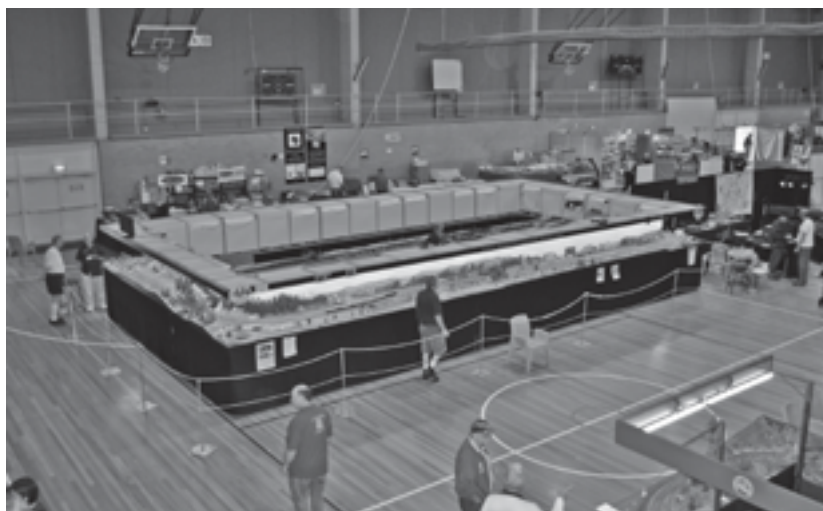
Thanks to John and Natalie for your hospitality and excellent afternoon tea.

Div 8 Nth Rivers

Well, I have to admit that I have been rather slack over the past 12 months at getting around to contributing to Mainline. Mainly because of my extensive house extensions and increasing workload for modelling jobs, not to mention my real job that actually pays me money!

No, our division has not disappeared into oblivion.....quite the opposite. As most of you may know our division is structured mainly around the operation of our large exhibition style layout. Early last year we negotiated with AMRA Victoria to take the layout to the Caulfield Model Railway Exhibition. A huge feat for such a large display. As a bonus the layout featured in the 'Model Railways in Australia' Magazine and was handed out to everyone that entered the show. The editors of the magazine did a fantastic job showcasing the layout over 6 colourful pages in the centre of the magazine. The layout won two prizes for best club layout and people's choice for best display.

Again, the layout attended the AMRA show in Sydney over the long weekend in October. This was the fourth time consecutively that the layout has attended Sydney's premiere exhibition and will most likely be back



again this year. Again the layout won a prize for 'Best Non Australian Prototype Layout'.

Early in January we had another open day for the locals and holiday goers to see the layout. It was a great opportunity to catch the tourists while they were in town. This also proved beneficial to our division and the region as we acquired two new members, Stephen and Kieran Rea. Stephen is an N scale modeller, who we hope to convert! He has also a few NSW trains in HO scale to run on the layout. Kieran, our second junior member along with Glen Ikin, who had joined last year, seems serious on modelling the Union Pacific in the 40's and 50's. Along with Glen and Kieran, Member Ken Burnett also joined at one our open days Last year. Ken,

along with Stephen, is a NSW modeller.

The Queensland May Day long weekend saw the layout travel the highway to the Brisbane Exhibition. The layout by far the best display on show. I'm sorry to say, but the standard of the displays has gone downhill over the past

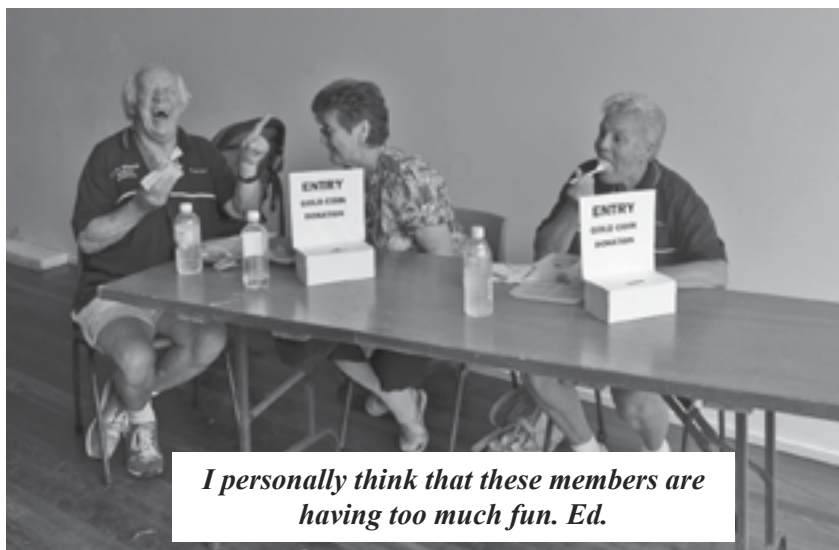


few years. Nonetheless, those members who attended enjoyed every moment of the weekend. Even when they are in trouble from causing shorts on the layout. Those accused were given verbal punishment at the evening 'Board Meetings' after the show. I think the XXXX Gold may have helped fuel the fire in those handing out the verbal punishment! After the dust has settled we remind ourselves that Model Railways is FUN!

At the time of writing this report we are preparing for yet another Exhibition. The Toowoomba Model train show will be a first for the layout and it is looking to be another great show. After Toowoomba we plan to make some major changes to a couple of the modules on the layout. The Poms are taking over, God help us! Stay tuned.

Ian Phemister

Division 8 Super



I personally think that these members are having too much fun. Ed.

Taiwan Sub Division

By Ivan Yih (Divisional Superintendent)

NMRA TSD visited the power station in Linkou, Northern Taiwan, on Friday, June 3.

Linkou power-station belongs to the Taiwan Electricity Company which is in Northern Taiwan and is one of the only coal fired Power Stations left. Currently using two steam driven generators.

The main reason that we went there was that in earlier times, coal was purchased from abroad, and unloaded in Taichung Harbor in Taiwan before being transported to Linkou power station by rail.

This branch went line from TRA Taoyuan station, directly to the south of Linkou power station. But now with the increase in the costs of transportation, Taiwan Electricity Company expects to extend the coal terminal unloader in Linkou power station. So that the ships can unload directly into the coal yard.



This coal railway is expected to cease operations at the end of 2011. Therefore, in this special factor, we particularly visit there to understand the whole processes of transporting coal by railway and record the railroad layout planning in Linkou power-station. If the conditions permitted in the future, we may proceed the modeling work.

NMRA TSD visited TRA which is located in Railway maintain factory on 22, July.

TRA has three vehicle factory in Taiwan, they are Taipei, Kaohsiung and Hualien. We had visited Taipei Factory in the middle of last year. According to the policy factors, Taipei Factory is expected to move to Taoyuan Fugang on July this year. The entire maintenance work of railway vehicle is distinguished three part. First, The maintenance of locomotive/EMU is responsible by Taipei Factory. Second, the maintenance work of Cargo wagon/ passenger wagon is responsible by Kaohsiung Factory. And the last part of DMU maintenance work is charged of Hualien Factory.

Because the TRA has started purchasing the replacement



program of DMU& EMU.

As the life expires', many early passengers and cargo vehicle will gradually disappear from our eyes. In able to record the early buses, trucks, goes south to Kaohsiung specially to visit the vehicle maintenance center of TRA-Kaohsiung Factory.

The visit is under the warm hospitality of TRA Kaohsiung



Factory. With the detailed description of various forms of passenger cars, types of truck, and bogie trucks, etc in TRA. And we did took a lot of pictures of many railroad cars. Although TRA didn't want to public information related to the size of the vehicle and blue print as usual. But according to the estimates of photographs, the members of NMRA TSD can still make the model and know well of the details

At the same time, we would like to appreciate to the factory director, Guozhen Luo, and work leader, Mr. ZhangJian in TRA Kaohsiung Factory for their hospitality and commentary. Hope we can visit there once again afterward, so we can retain more valuable information and photos.



Our NEW Division logo

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