Main Line

Autumn 2012
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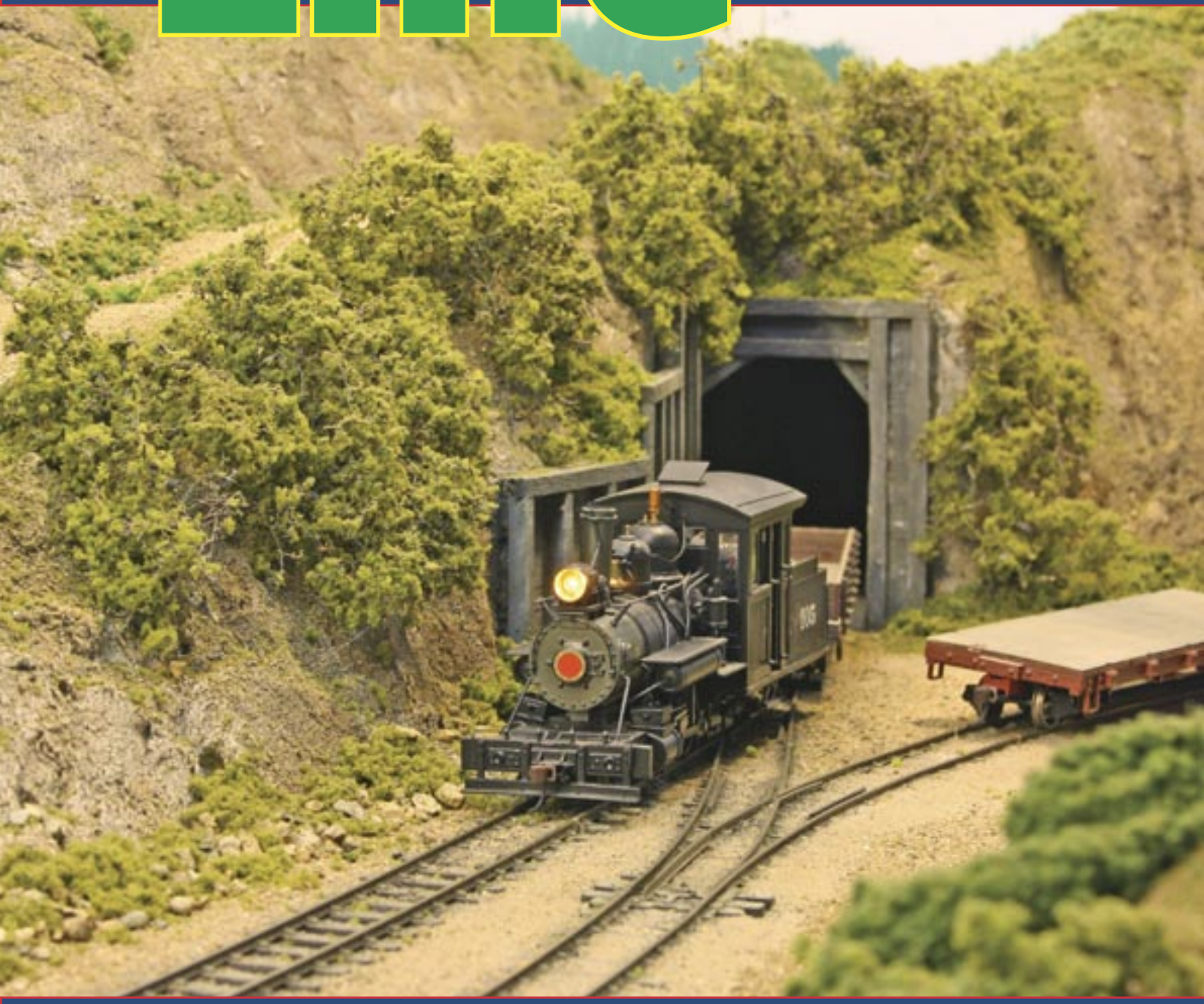
National Model Railroad Association Inc.
Australasian Region



Features

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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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 2012 11th May
* Spring 2012 10th August
* Summer 2012 9th November

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Contents

Regular Departments

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Front Cover:
On30 Lumber Mountain RR Layout
by Geoff Horne
Centrefold:
Left / Right: On30 Lumber Mountain RR Layout by Geoff Horne
Back Cover: On30 Lumber Mountain RR Layout by Geoff Horne

The Computer Keyboard

with

Editor - Geoff Horne

The job of Editor, whether it be a simple one page newsletter, or a full on glossy publication, I am sure that anyone who has taken on either job can find it a very complicated and at times a very politically challenging in knowing just what you can and can't say and at the correct time.

I hope that in my time as Editor of MainLine that I have managed to give you the members and readers an interesting and informative magazine.

You will also have noticed that apart from photographs that I have added to articles, The articles themselves were submitted by members who are obviously proud of the work that they done. Add to these articles the others that are very informative such as Gerry's about altering 'out of the box' models to make them even more realistic.

You will also notice that many of the ideas may have crossed your mind at some time, but these people have actually taken the next step and applied it to their layout or model.

With Robyn taking on the Editor job, I hope that you support her as you have me over the past few years. It is not her job to write all of the articles and having been in that situation in the Scouts many years ago, it takes any fun out of volunteering for what can be a very rewarding position to be in because you are also being able to share in someone elses ideas.

Lastly I will share a few more photos of Rowan Manion's layout which you really have to see.

From the CAB

with

David Howarth MMR - President NMRA AR

I wish you and your loved ones a Happy New Year. Let us hope the world's economies settle down in the next twelve months. This will help all of us, whose retirement funds are linked to the markets, a few more discretionary dollars to pay for our hobby!

I wish to thank our current Editor of MainLine, Geoff Horne, for the very professional way in which he has produced our magazine. The magazine has a great look and has been produced on time throughout Geoff's tenure. I remind you that we are looking for a replacement editor, and if you are interested please contact me.

The election paperwork for Pacific Director will be arriving at your homes very shortly, as the current director's term is due to finish in a few months. Peter Jensen has done a great job over the past few years and has worked well with our Region. We have three local candidates, and I ask you all to exercise your democratic right and vote for your choice for the role.

Nominations are also due by the end of March 2012 for our Region's Committee. Please consider contributing by nominating for one of the positions.

The Festive Season has had an impact on my time to put into railway modelling. I am sure this has been the case for a lot of our members. Being "between layouts" I started to get withdrawal symptoms, so I decided to build some kits which will go on the future layout. I have built some 1/48 scale plastic kits by Tamiya of World War II army trucks and tanks which will be used as flat car loads. It shows one can go into the military modelling area for variety and still contribute to your railway layout. The quality of the modern day plastic die castings is incredibly good. I have converted one of the army trucks for late 1940's civilian use, as was the case for thousands of vehicles after the war.

I have also started on a kit of a 1/48 oil tanker which will be positioned next to one of the piers in Weehawken, New Jersey, on the new layout. This again gives me some additional modelling variety, and still contributes to the layout. At 1070 mm length this tanker will be a nice focal point, and the reason to build an oil tank farm and lots of piping, which always makes for a good modelling scene.

Division 7 had a great meeting on the 14 January at the club house of AMRA in southern Sydney. They have some great layouts in N, HO and O scale, and as it was my first visit there, I really enjoyed the afternoon. As we were leaving, I noticed the number plate of a car which must belong to one of the AMRA members.

Report from the PACIFIC DISTRICT DIRECTOR

Have you heard about the Cruise Convention?

There is a team from the west coast putting together a proposal for a "cruise Convention" in 2016. Initial plans a cruise from Vancouver (British Columbia) and end in San Diego with the National Train Show. There would be stopovers down the west coast for layout and prototype tours, with all sailing at night. Clinics and presentations would be on board. All ship board activities and meals would be included in the fare/convention fees.

This is a proposal by a group looking for something different … and very unique. For more information read the President's column in the October and December issues of the *NMRA Magazine*. Also, it is important that you complete the survey in the October issue. This will help the National BOD to make a decision on whether this proposal should be accepted. For some time now, the BOD has been looking for new ideas for the convention, and this is a very novel and very interesting proposal. Please give us your thoughts.

PDD Elections

In February, you will be invited to vote for a new Pacific District Director. Look for the candidate statements for the three candidates in the February issue of *NMRA Magazine*. The three nominees, Mike Bartlett, Kelly Loyd and Rob Peterson are all outstanding candidates. If you do not know any of them, get to know them and ask them about their vision for the NMRA. Remember, this is a position on the National Board of Directors and they will be responsible for the direction of our organisation over the next three years.

Best regards'

Peter Jensen

Pacific District Director

DIVISIONAL CALENDAR

Queensland

Division 1 - 2012 For details contact Martyn Jenkins, Tel.(07) 5563 7554
Meetings Start at 1.30pm - unless shown otherwise

March:	17 Leigh Craig 10.30 Lunch	April:	21 Ian Wellings 10.30 Lunch
May:	5,6,7 Brisbane Train Show	May:	19,20 NMRA Train Show
June:	Toowoomba	July:	14 Ken Leitch 10.30 Lunch
August:	18 Colin Upton 10.30 Lunch	September:	15 Mike Crnjanin
September:	15 NMRA Convention	October:	20 Marty Jenkins 10.30 Lunch
November:	17 Bob Brown 10.30 Lunch	December:	15 Xmas Party

ACT

Division 2 - 2012
Meetings Start at 2.00pm
Contact Viv Brice for details div2sup@nmra.org.au

17 March	Tony Payne	14 April	Stephe Jitts
5 May	Jess Brisbane	2 June	Peter Dinham
30 June	Viv Brice	28 July	John Bullen

25 August	Rob Anderson	7/8/9/10 Sep	Region Convention Niagra Park
22 September	John Gillies	20 October	Dave Mitchell
17 November	Charlie Dearling	8 December	Wal Pywell

Victoria

Division 3 - 2012

Meetings Start at 2.00pm

March 25 Rod & Julie Hutchinson

August 19 Ken Hughes — September 23 Bob & Myra Thornton

October 21 Laurie & Rosemary Green — December 2 Grant McAdam

Western Australia, Division 4 - 2012,

Meetings Start at 2.00pm For details Contact Alan Burrough on (08) 9364 6527

March	25 Garth Ceaser	6191 0147 2	Rambutain Place,	Southlakes
April	29 Rod Tonkin	9309 5338 5	Willesden Ave,	Kingsley Running with CC & WB
May	27 Frank Godde MMR	9293 0667 5	LyndhurstRoad,	Kalamunda
June	24 Les Hodgson	9458 9014 55	Jubilee Street,	Beckenham
July	9 Phil Knife MMR	9459 4506 22	Coachwood Way,	Maddington
August	26 Frank Godde MMR	9293 0667 5	LyndhurstRoad,	Kalamunda
7/8/9/10 Sep	Region Convention Niagra Park			
September	30 Bob Kollwyn	9452 1403 6	Ripplewood,	Thornlie
October	28 Allen Perry	9291 7733 8	Hart Street	Lesmurdie
November	25 Garth Ceaser	6191 0147 2	Rambutain Place,	Southlakes
December	30 Peter Scarfe	9359 2281 9	Bougainville Ave,	Forrestfield

New Zealand, Division 5 - 2012,

Contact Kelvin Sherson on (04) 234-8577 or email div5sup@nmra.org.au

South Australia, Division 6 - 2012,

Meetings Start at 1.30 pm Contact Geof Chatwin for Further Details 0414 702 755

7 April	Ron Solly Evanston Gardens	2 June	Geoff Chatwin Aldgate (To be Confirmed)
4 August	Max Wright Blackwood	7/8/9/10 Sep	Region Convention Niagra Park
6 October	Ian Wade Ridleyton	1 December	Ray Brownbill Forreston

Sydney Division 7 - 2012

Meetings Start at 2.00pm - unless shown otherwise. Contact Erik Bennett for further information Tel. 9997 7971

10 Mar	David Latham	10A Venetia St,	Kangaroo Point	9522 2193
14 Apr	Richard Biggs	299 Old Stock Route Rd,	Oakville	4572 3627
12 May	Zig Zag Railway Clarence Station, Train leaves at 11.00 am Also a tour of the workshops			
9 Jun	Sowerby Smith	174 Fullers Rd.	Chatswood	9411 5726
14 Jul	Garry Glazebrook	31 The Boulevard,	Lewisham	9569 4142
11 Aug	Ken Scales MMR	4 The Circuit,	Blue Haven	4390 8110
7/8/9/10	Sep Region Convention	Niagra Park		
13 Oct	Phil Collins	15 Walsh Close,	Illawong	9543 0740
10 Nov	Rowan Mangion	9 Elouera Ave,	Buff Point	0416 113 588
December TBA				

Northern Rivers, Division 8,

Meetings Start at 2.00pm Contact John Skinner on (02) 6652 2919 or email div8sup@nmra.org.au

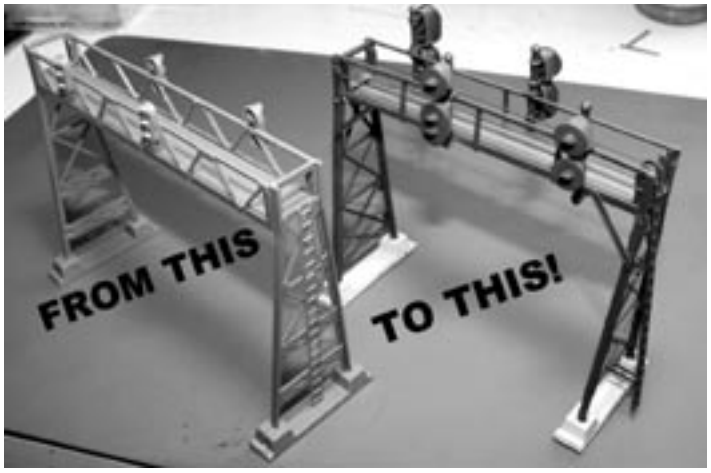
Mid North Coast, Division 9,

Meetings Start at 2.00pm Contact MikeBartlett on (02) 6553 6227 or emaildiv9sup@nmra.org.au

BEYOND THE STATIC SIGNAL
Part 11

by John Parker

DISCLAIMER: At this point I wish to make it evident that whilst the finished product includes working LEDs, on my personal layout I use such signals to merely reflect the status of nearby turnouts. I make no claim in respect of a fully fledged track detection and occupancy signalling system. How and what you connect the wired signals to is entirely your decision.



STEP 6 – SIGNAL INSTALLATION

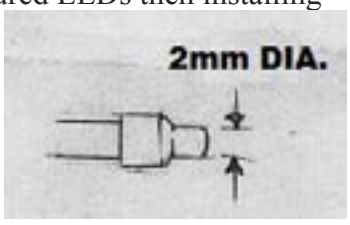
A FEW PRELIMINARY ISSUES

1. I have deliberately ignored the possibility of installing functional semaphore signals.

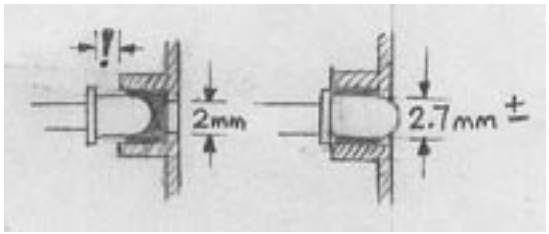
2. Whilst on the topic of signals, there is the matter of light bulb versus LED [Light Emitting Diode]. I prefer LEDs primarily because they have a potentially longer life than a "grain of wheat" style light bulb, which equates to minimal maintenance. Also, an LED has a cathode-anode architecture which allows current to flow from the cathode to the anode, but not vice-versa. If the current flow gets reversed then the LED will not light up because the diode in it will block it. Thus it's simple to wire up red and green LEDs so that by switching the current flow, only one LED will light up at a time. If you are going to insert a diode in series with a light bulb to get the same effect then you might has well use the LED which has the diode al-ready built into it.

3. The Life-Like signal heads as moulded into the walkway trusses are too crude for my liking and hence get consigned to the rubbish bin. If you have any leftover signal heads from the IHC Signal Bridge kit then by all means use them. Otherwise, I recommend you look at the Oregon Rail Supply website at http://www.oregonrail.com/ or at http://www.walthers.com/ and find a suitable signal head that fits your needs. Failing that I'm sure there are other sup-pliers who produce a signal head.

4. If you can get 2mm coloured LEDs then installing them into your signal heads will be so much easier. In the past I have inserted 3mm LEDs into my power drill and using a needle file turned the round tip down to 2mm as shown here. Nowadays I don't bother I just go with the 3mm LED as is.



5. Because I'm past worrying about nit-pickers, nowadays I install 3mm LEDs into my signal heads.



At my age they're easier to see. Apart from that, the hole in the signal head may need to be slightly enlarged to accommodate them. The other issue is that the lens hole is only 2mm in diameter and causes the 3mm LED to stick too far out the back of the signal head. To address both of these issues I use a drill in a pin vice to manually enlarge the hole so that it is a snug fit. Then using a smaller drill I manually enlarge the lens hole so that LED can now move forward inside the signal head. The LED should stick out the back a tad. This will be a trial and error process until you get the right size drills that do the job. By the way, I don't mind if the LED protrudes through the enlarged lens hole at the front of the target. As I've al-ready stated, I'm past the nit-picking stage, but it's up to you as to how you do this task.

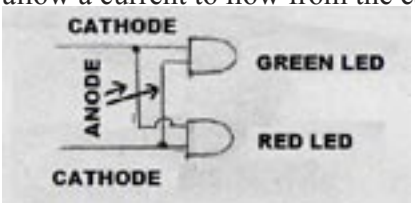
6. The "searchlight" style signal uses a mechanical prism inside the head to change the marker light colours. To mimic this action some have used a red-green bipolar LED. However, I have found this can be a problem. The green light is invariably dimmer than the brighter red light, so under very bright overhead lighting the green light may become indiscernible. If your sig-nal is located in a slightly dark area, this may not be such a big problem. Because I have the former problem, I chose to go with a 2-aspect signal, so even if the green marker light is dim, at least the status/position of the "green over red" display should help to resolve any confu-sion.

7. As I've stated in my initial disclaimer, the signals on my layout merely reflect the status of the nearby turnouts. Thus the importance of my signals depends upon the direction in which a train is approaching a turnout.

Rowan Manion surveys one coridoor of his HUGE layout so keep an eye on the date for his meeting.

If the train is approaching a "facing turnout" [ie. it is a di-verging track] then it's unlikely to cause a derailment, just maybe the wrong route. In this case a permanent single yellow [or green] searchlight signal would be adequate. However, if the train is approaching a "trailing turnout" [ie. a converging track] then there is a 50-50 chance of a derailment. Here I go with the 2-aspect "green over red" display to indicate the status of the turnout.

8. Wiring up the "green over red" 2-aspect signal is relatively simple. The diode within the LED will only allow a current to flow from the cathode lead to the anode lead. It cannot flow backwards. Generally the cathode lead is the slightly longer lead of the two. I use a DPDT slide switch to change a manual turnout, or a DPDT toggle switch if the turnout has a switch motor. Either way the polarity of the DC current is reversed, so that only one LED is illuminated. Throw the turnout in the opposite direction and the other LED comes on. I use a 12vDC power supply for this purpose and hence a ¼Watt 470Ω or 560Ω resistor is required. If there are multiple LEDs on the same circuit, then a ½Watt resistor up to a 2Watt resistor is in order. These resistors are located beneath the layout where the 8 wires drop through the concrete footings.

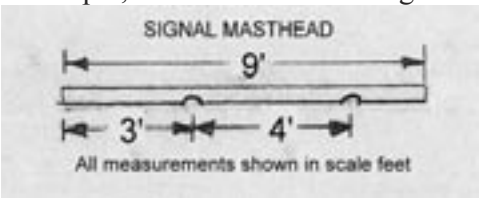


9. For the sake of clarity, on my layout the signal at the top of the mast is always defined as the "home" signal and its marker colour is of immediate application to an approaching train. If there is another signal below it then it is defined as the "distant" signal relevant to the next signal further up the line, and so on. However, as we are not trying to replicate a working signal system in the true sense of the word, the "home" signal relates to the next turnout set-ting. The "distant" signal [if any] relates the next turnout beyond the "home" turnout. If an-other "distant" signal is below the first "distant" signal then it applies to a subsequent turn-out and so on.

10. I model a US western road, so the signal heads and targets used are fairly conventional with the usual "home" and "distant" signals. Had I modelled an eastern road in the US, then some of them use an entirely different signal target system, and you will need to do some research as to the correct signal target displays. If you are modelling an Australian prototype, then you may also need to do your homework.

11. Signals normally have platforms and ladders to facilitate easy and safe maintenance. How much detail you wish to include on your model is entirely up to you.

I start by cutting the signal mast to length from 3/32" O.D. brass tubing as determined by the number and type of signal heads on it. Hold a piece of paper or cardboard up beside the walk-way and deduce where the marker lights should be centred. Mark these centres onto it and use them to mark out where the wiring holes in the mast need to be cut. For example, for a "home" searchlight signal mounted above a "distant" 2 aspect signal I cut the mast to a scale length of 9-feet as shown in the adjacent illustration. From just below the walkway the mast will have a 3-foot space before the first hole is made and then another 4-foot gap until the second hole. This will leave 2-foot of mast at the top. Of course not every mast is going to have the same signal head combination and the length will vary to suit.



Having marked where the holes will be made on the mast with a black marker pen, I put it into a vice and use a flat sided needle file to file a flat area. Then I'll use a small drill to make a hole in it. Repeat this for the second hole. When you make your hole be sure to make the edges as smooth as possible. A hole only needs to be large enough to accept a couple of wires, and the tubular mast would need to accept three wires.

I also use a drill bit equal to the inside diameter of the tubing to ream out any jagged edges from within the tube. If you don't do this, then when you feed the wire down through the hole it could quite easily slice through the insulating plastic and cause the wire to short out on the mast.

A word of caution: You can buy 3/32" brass tubing from at least two manufacturers. One will use a thicker gauge brass and hence have a smaller inside diameter. I recommend that you go for the tubing with the thinner gauge brass [thus a slightly larger inside diameter], as you will need to be able feed up to 3 wires down them.

STEP 7– YOUR LED TESTER

Let's begin by testing your LEDs to see that they work. If you have a multimeter you can test your LEDs to see if they are OK each time before and after you work on them.

However, if you don't have a multimeter, then why not try my simple "LED Tester" as shown in figure 12. I use a 9v battery with a red lead and a "crocodile jaws" clip for the "+" connector. The black lead has a "crocodile jaws" clip with a 470Ω resistor in its jaws. Make sure you always use the resistor in series to test any LED; otherwise you will cook the LED. The red wire is clamped onto the LED's cathode lead and the black lead held on the anode lead. If the LED doesn't light up, try reversing the leads around as sometimes the cathode and anode varies according to the whim of the Asian manufacturer. If it still fails then try another LED.

Figure 12 - A cheap LED Tester

STEP 8 – ASSEMBLING A SIGNAL HEAD

Assuming you have prepared the signal head as discussed in Step 6.4, insert each LED with the leads in the vertical plane so that the cathode leads are at the top and bottom, and the anode leads adjacent to each other

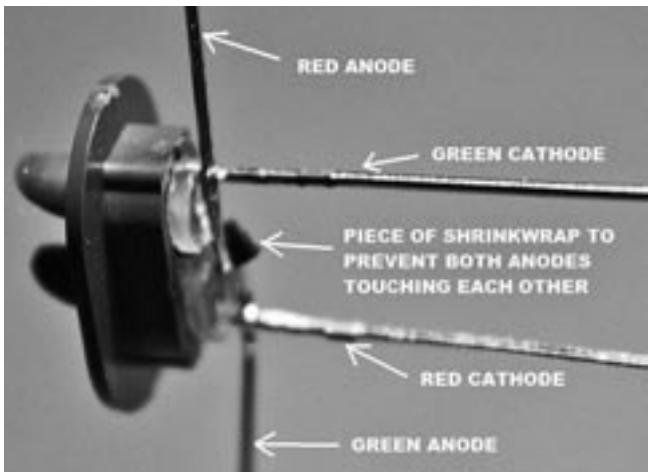


Figure 13 - Wiring the signal head

as shown in figure 13. If you are installing a single LED into a "searchlight" signal head then one lead might be soldered to the mast [if there are no other signal heads on it]. The other lead is soldered to either the cathode or anode lead, and fed into the hole in the mast to exit below the bottom of the mast.

If you are installing a "green over red" 2-aspect signal then it is a bit more involved. I begin by gluing the green LED in the top hole with some ACC superglue, and repeat the same for the red LED, as shown in figure 13.

Take a short length of pre-shrunk shrink-wrap tubing and slip it over one of the anode leads. This will stop the two anodes from accidentally touching each other and shorting the two LEDs. Bend the green anode down onto the red LED's cathode and the same for the red anode up onto the green LED's cathode as shown in figure 13. Solder the LED's anode leads onto their respective cathode leads.

Now use your "LED Tester" to make sure that both LEDs are still working. If they do not work,

1. Check to make sure that the shrink-wrap is separating the two anode leads. If they touch each other then the LEDs will not work, or

2. You might have mixed up the cathode and anode leads, or

3. If you took too long to solder them then chances are you might have cooked one or both LEDs.

If they still work, then clip off the excess anode leads as shown in figure 14.

Recheck the LEDs with your "LED Tester" by placing the red "+" lead on one cathode and the black "–" lead with the resistor on the other cathode. If the LED works then swap the "+" and "-" leads around and check to see that the other LED works. Now is the time to correct any fault when it's not hooked up to the signal superstructure.

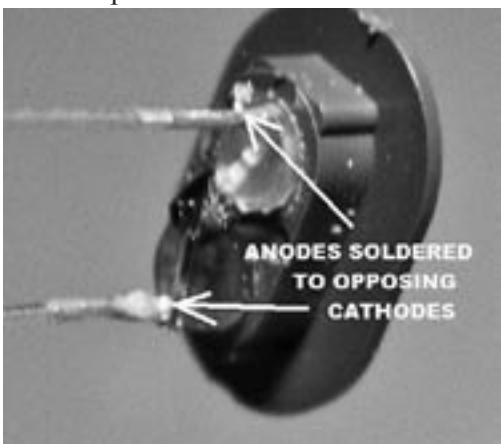


Figure 14 - Signal head ready for instal

DECISION TIME - Only one of the two signal heads on the mast can have its cathode or anode lead grounded to the mast and the remaining wires must be fed down inside the mast. The question is "which signal head should be grounded?"

Please keep in mind, in this discussion a signal is related to the status of a specific turnout and has nothing to do with any track detection and occupancy signalling system.

Using pencil and paper, first work out if there are signals "identical" to any others on the same signal bridge. For example if your signal bridge is located ahead of a facing [diverging] turnout then it will be safe to assume that a single searchlight signal head displaying a permanent yellow [or green] LED marker will do the job. A train can precede OK even if it is down the wrong track.

Also, if there are other similar signals on the same signal bridge which fall into this common category then they can all share the same BUS [their respective leads leapfrogging across to that BUS. Make sure you use a 2Watt resistor for the wires connected to the appropriate trestle leg].

Secondly, are there any signals which are simply a mirror reflection of another signal on the same signal bridge? For example, is there is a "green over red" signal that mimics an identical signal on the same bridge but over a different track? If so then maybe it could share

the same BUS, al-though the wiring to its cathode-anode leads may need to be reversed [make sure you use a ½Watt [or higher] resistor for the wires connected to the appropriate trestle leg].

On the other hand if the signal is located ahead of a trailing [converging] turnout then a "green over red" signal might well dictate your choice. Also, it is possible that there are no other "re-lated" signals on the same signal bridge. In this case it will need its own dedicated BUS. Here one of the LED leads can be grounded to the mast. The mast is then soldered to the BUS strip closest to the walkway edge and its companion wire fed down into the mast to reappear from the bottom and across to the adjacent BUS strip.

If the opposing signal markers cannot be seen, then I simply supply the signal bridge with dummy signal heads. If the opposing signals can be seen [and are useful] then this is another layer of complexity which needs to be factored into making the most efficient use of the four independent BUSes. This should be done well before you start installing signal heads "willy-nilly". So try to suss out the "common" signals that do not change and put them on the one BUS. Then see which ones can share a BUS even though their markers may be the opposite colour.

Finally, allocate any unique signals to the remaining free BUSes. If you need more than 4 BUSes, then you might have to discreetly superglue the extra wires down the trestle legs where they cannot be readily seen. Once you paint the signal bridge you will be amazed how even these extra wires will blend into the structure.

STEP 9 – WIRING THE SIGNALS

How many wires can be squeezed down a length of 3/32" brass tubing? That depends upon the thickness of the wire, so the thinner the wire the better.

Whenever I install DCC decoders into my locomotives I scrupulously save the off cut wire. Some modellers extract use the wire out of their old mouse cables. The colour insulation makes the circuit fabrication easy, even though ultimately they will all be painted either silver or black.

On a signal bridge a westbound signal is offset over the westbound track, whilst it's opposing signal [if any] on the other side of the bridge facing east is offset over the westbound track. Re-member in this exercise we are NOT trying to emulate a track detection and occupancy signaling, but just as a simple turnout indicator.

Having trouble in getting three wires down the brass tube? I use a length of enamelled wire and solder it to the end of the third wire. Insert the first two wires and then feed in the thinner enam-elled wire. Once the enamelled exits with the third coloured wire out the bottom take a pair of pliers and gently pull the wire through. Unsolder the enamelled wire.

If you have no success with this method, then why not use enamelled wire for the third wire. Just scratch off the enamel where you want to solder it to the LED lead. Be careful not to scratch the enamelled wire as you feed it down the inside of the tube, otherwise it will short out.

Once you have completed this step, take your LED Tester and recheck to make sure that all the LEDs are operational.

Next step is to make the mast and signal heads part of the model. If you are using old IHC or Oregon Rail Supply signal heads, they also provide plastic supports and mast finials as shown in figure 15. You will need to work out in advance which supports need to be in place before you start feeding the wires down the mast. I also use at least one support to hold the mast in place along the top railing. Also, if you have to solder the mast you will need to clamp a heatsink between the plastic supports and the area to be soldered.

As shown in figure 16 and presuming you have worked out which LED lead is to be grounded to the mast, form a loop in it so that it can be soldered to the mast. The distance from the mast to the signal head is the same as the length of the support.

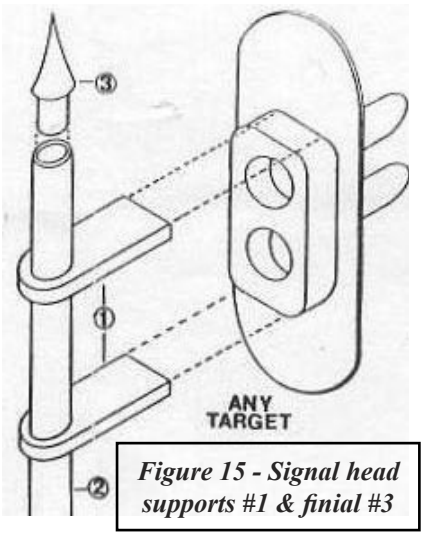


Figure 15 - Signal head supports #1 & finial #3

The next step is to solder the grounded wire at the base of the signal mast to the first PCB BUS that is along the edge of the walkway. Once you have soldered it in place, nip off the excess wire with your wire cutters.

Then take the accompanying lead which now hanging out the bottom of the mast and solder it on to the next adjacent PCB BUS. Try to keep the lead short and tucked up underneath the walkway so it is out of sight. Nip the excess wire that might be past the edge of the BUS.

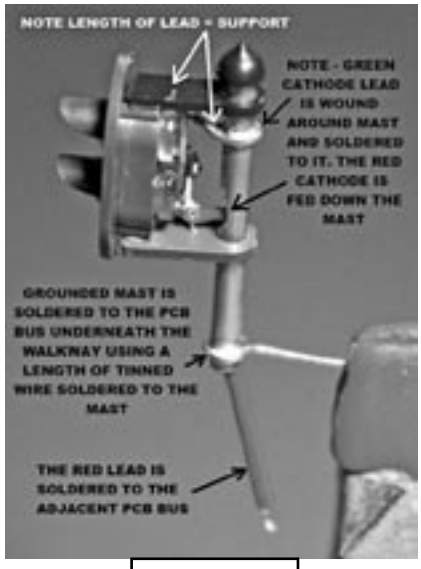


Figure 16

Looking at the simplified wiring schematic in figure 17,

the basic wiring might appear as shown.

Use your LED Tester and recheck to make sure the LEDs are still functioning. Looking at fig-ure 18 you will notice how to make the most efficient use of the PCB BUSes.

The wire support on the bottom of the mast will

allow you to gently adjust the mast so that it is not only vertical but the targets are also parallel with the walkway. When I'm happy with the wiring I use ACC superglue to keep the wires in place and not droop down.

Looking at figure 19 you will see how the mast is now permanently fixed in place by gluing a spare support to the top of the handrail.

When all the signal heads have been installed and tested with your LED Tester paint the rear of the LEDs and

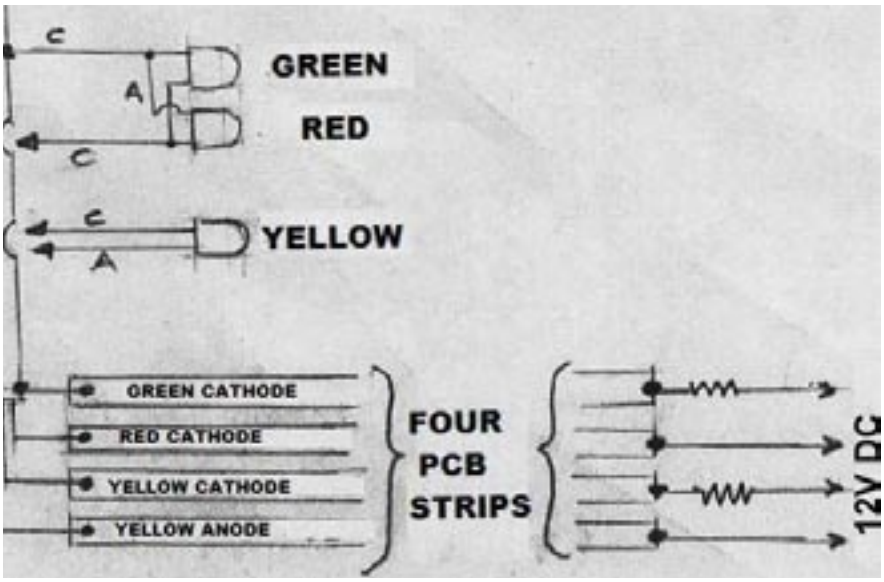


Figure 18 - Maximising the use of the limited PCB BUSes

soldered wires black to reduce any stray light emanating from them. You may need to paint the LEDs two or three times before you suppress the stray light.

Personally I don't like the signal heads with all their "electricals" hanging out the back of them, so I make a

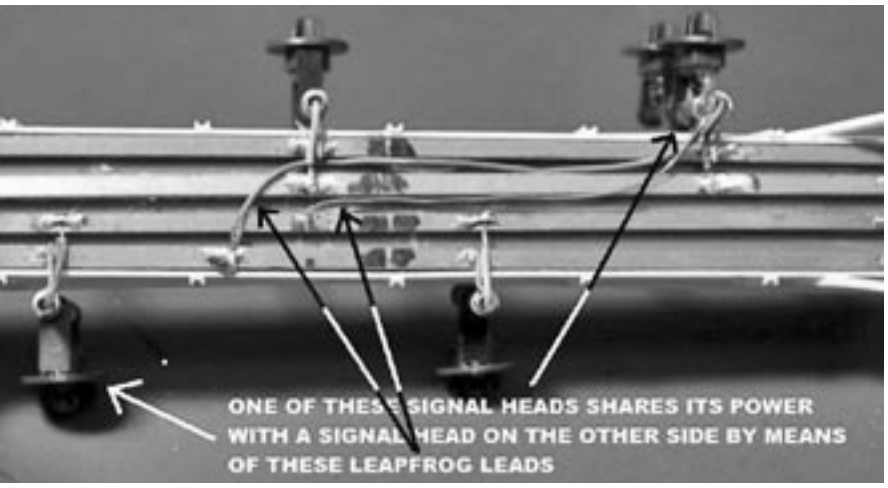


Figure 19 - Attaching the mast to the walkway handrail

shroud for each one out of black cardboard, as shown in figure 10. I wrap the cardboard around each signal head to get just the right size so that it can be glued with superglue first to the top support and then when it's dry I pull each side down and superglue the ends to the sides of the bottom supports. I appreciate that it still doesn't look right, but to me it's "the lesser of the two evils." Once the whole signal structure is painted you don't seem to notice the shroud.

STEP 10 – INSTALLING THE ACCESS LADDER AND FINISHING TOUCHES

The next step is to glue the access ladder to the open end of the walkway as shown in figure 10. I used a spare ladder from one of the IHC signal kits. However, Central Valley also markets a packet of Steps and Ladders [Walthers P/No. 210-1602]. It bundles a range of steps and ladders in all shapes and sizes. A good ladder will have handrails that extend well up above the top rung so that the climber can hold onto it before stepping on or off it

You could mount the ladder vertically up the side of the steel trestle legs. However, I suspect in real life that there would be short supports on each of the horizontal trestle braces which would support the ladder so that it slopes up at a steep angle.

Don't forget to assemble the signal relay cabinets which come with the kits. The cabinet should be glued onto a piece of styrene to simulate a concrete pad. Looking at photographs of similar installations will also show the cabling that connects the signal bridge with the relay cabinet. However, it's entirely up to you how far you go with this detail.

I paint my signal bridges with Floquil Weathered Black; the wooden walkway with Floquil Reefer Grey; and the concrete footings with Floquil concrete. The signal relay cabinet I paint silver on a concrete coloured slab.

Finally, you will need to connect the 8 leads that pass down through the concrete with the power supply underneath your layout. Depending upon the voltage and current being supplied make sure that you have in series 470Ω or 560Ω resistors with ¼watt, ½watt or 2watt ratings de-pending upon the number of LEDs sharing that power source.

Happy modelling! — John Parker

On30 Lumber Mountain RR Layout

by Steve Magee
photos by Geoff Horne

Layout:

Scale: On30

Size: 7m x 4m

Type: Point-to-point

Theme: Logging in US Pacific north-west, 1930(ish)

Control: NCE DCC

Construction: L-girder benchwork, foam modular yard base, Pyneboard trackbase on main

Track-work: Peco On16.5 on Abelflex foam

Height: 120 cm to 180 cm

Room:

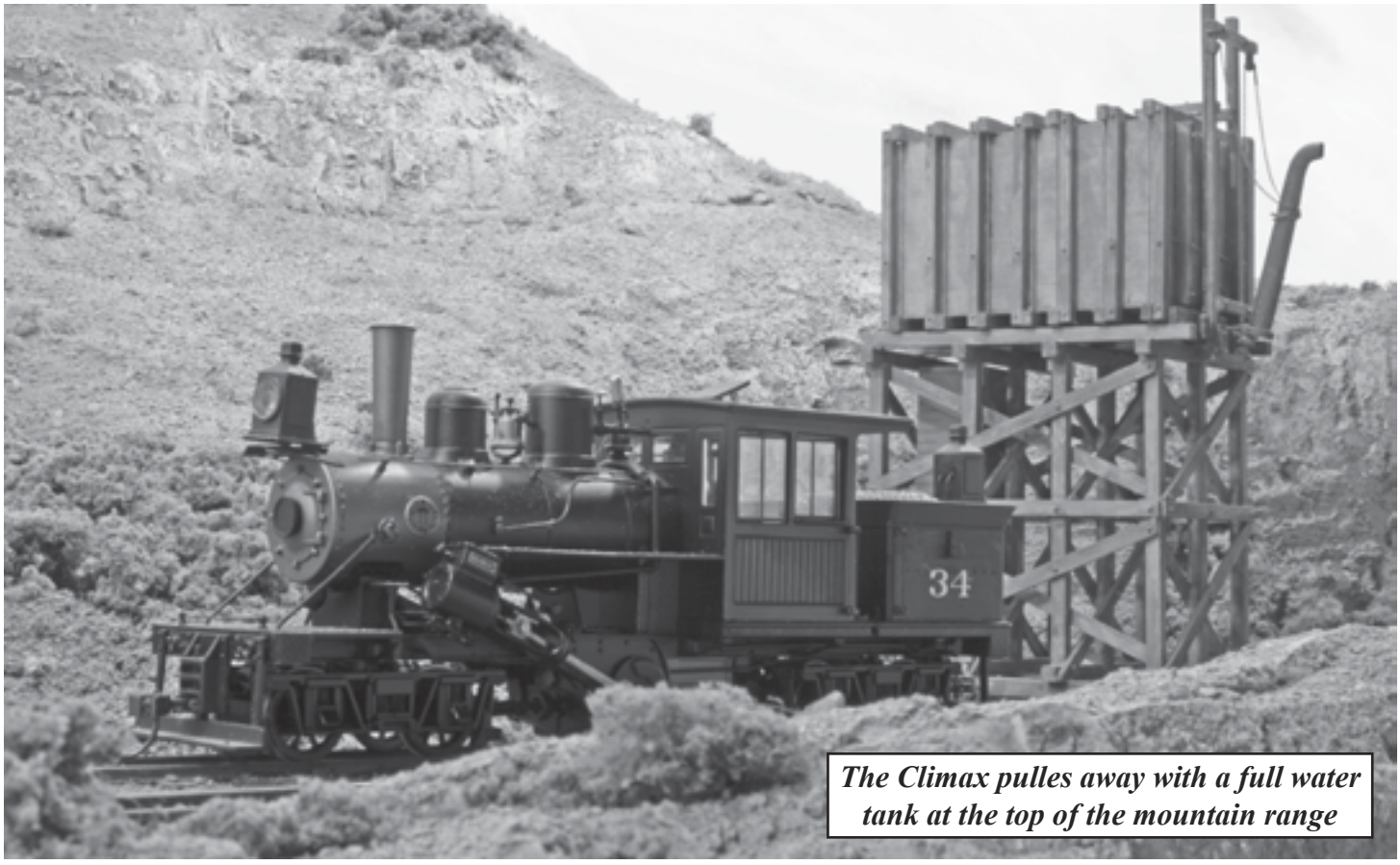
Garden shed, one single door, window with internal shutters for light control. Room is lined with Villaboard and is air conditioned and heated. Serves as train-themed home theatre with ceiling mounted projector and surround sound. Overhead room lighting controlled by dimmers.

Presentation:

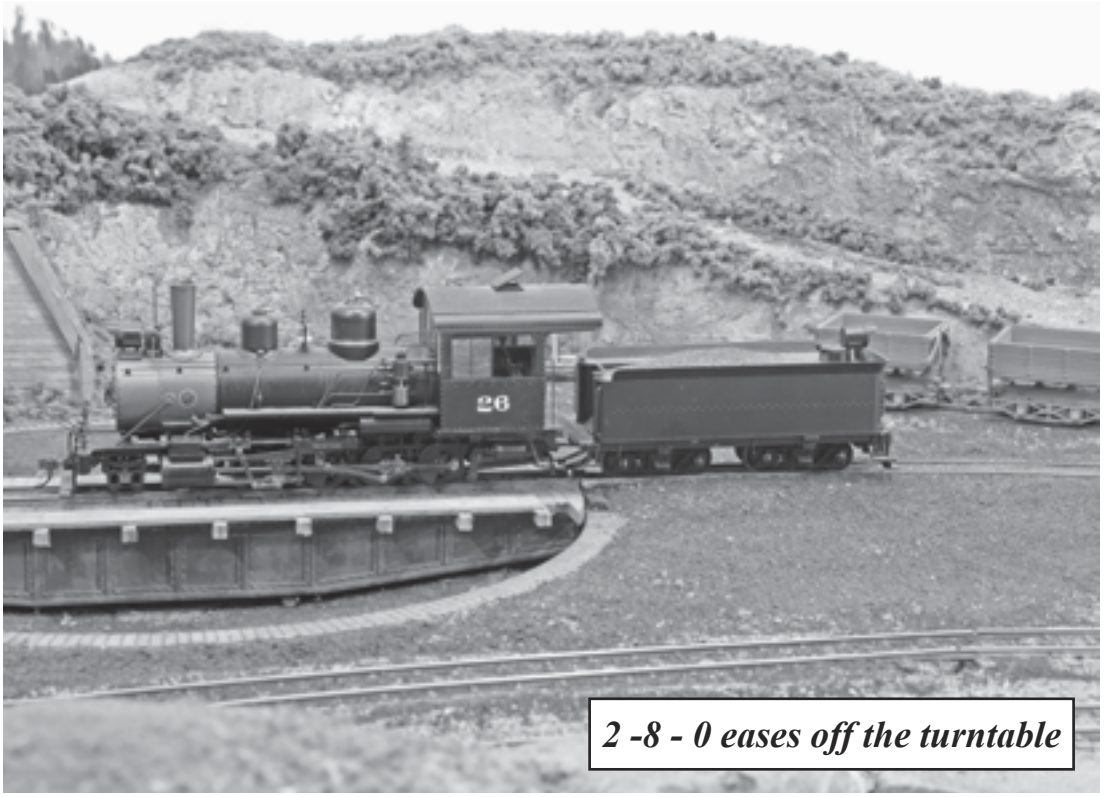
Layout is designed to be a layout room, rather than a room with a layout in it. Valences are ceiling mounted with a depth of 45 cm, reducing in height over double deck area. 25 energy-saving lamps mounted behind the valence, output varying dependent on placement and distance above the layout. Layout fascia panels around the layout, sloped away from inside the room with a 5 cm ledge to act as an arm-rest to protect scenery details. All wiring buses and connections are made behind the panel, rather than under the layout. Ceiling, valence, fascia and panels all painted dark purple/grey (Dulux Rameau) in satin enamel, to give the layout a shadow box effect.

Track:

Peco Streamline On16.5 track and points. Track is laid directly onto either a foam or softboard base in yard and station area, and on the main onto Abelflex 12 (or is it 15?) mm foam concrete expansion strip in varying widths depending on single- or double-track use. Track is glued to base with 'Bondall's' 'Bondcrete', and ballasted with Chucks Ballast glued in place with diluted Bondcrete. I use Bondcrete as it dries flat, and also retains a little give so the track on its foam roadbed can still be depressed with finger pressure for noise control, even when fully ballasted.



The Climax pulles away with a full water tank at the top of the mountain range



2 -8 - 0 eases off the turntable

Wiring:

I hate wiring, so it was designed to make it easy for me to work on, rather than trying to solder while hanging on, bat-like, upside down under the bench-work. Four buses are located behind the sloping fascia – cab bus, main track bus, accessory bus and 16v AC bus. Anything wired into the layout – points, track feeds etc - are pre-wired onto the component then fed to the space behind the fascia with long tag ends. All connections, stationary decoders and terminal blocks are located here and it is where all connections are made. Standing up or seated, comfortably. In good light. Where my multi-focals (and me) are not confused.

Scenery:

Ground scenery is a web of cardboard strips, hot glued and/or stapled. A layer of torn newspaper, each piece approximately 15 cm x 10 cm is laid and overlapped on the web then soaked with a mist bottle which has Bondcrete and water (1 part adhesive, 9 parts water) is sprayed onto the newspaper until it settles onto the web. Given a day to dry, it forms a semi-impermeable surface for the plaster dipped hand towels that follow, greatly reducing the amount of plaster drip. Once the plaster-dipped towels are in place and dry, they are sprayed with the misty water/glue mix until it runs off the surface, when are a second layer of thick(ish) plaster is trowelled onto it to a depth of about 10 mm. When this layer attains a clay-like consistency, plastic putty knives (cheap from Bunnings) are used to hack a rock surface into it – basically, carve away any that doesn't look like rock. Lightly brush the surface with an old stiff brush, spray an India ink/water mix (about 5 drops of ink to 500 ml of water) to settle into and give depth to nooks and crannies.

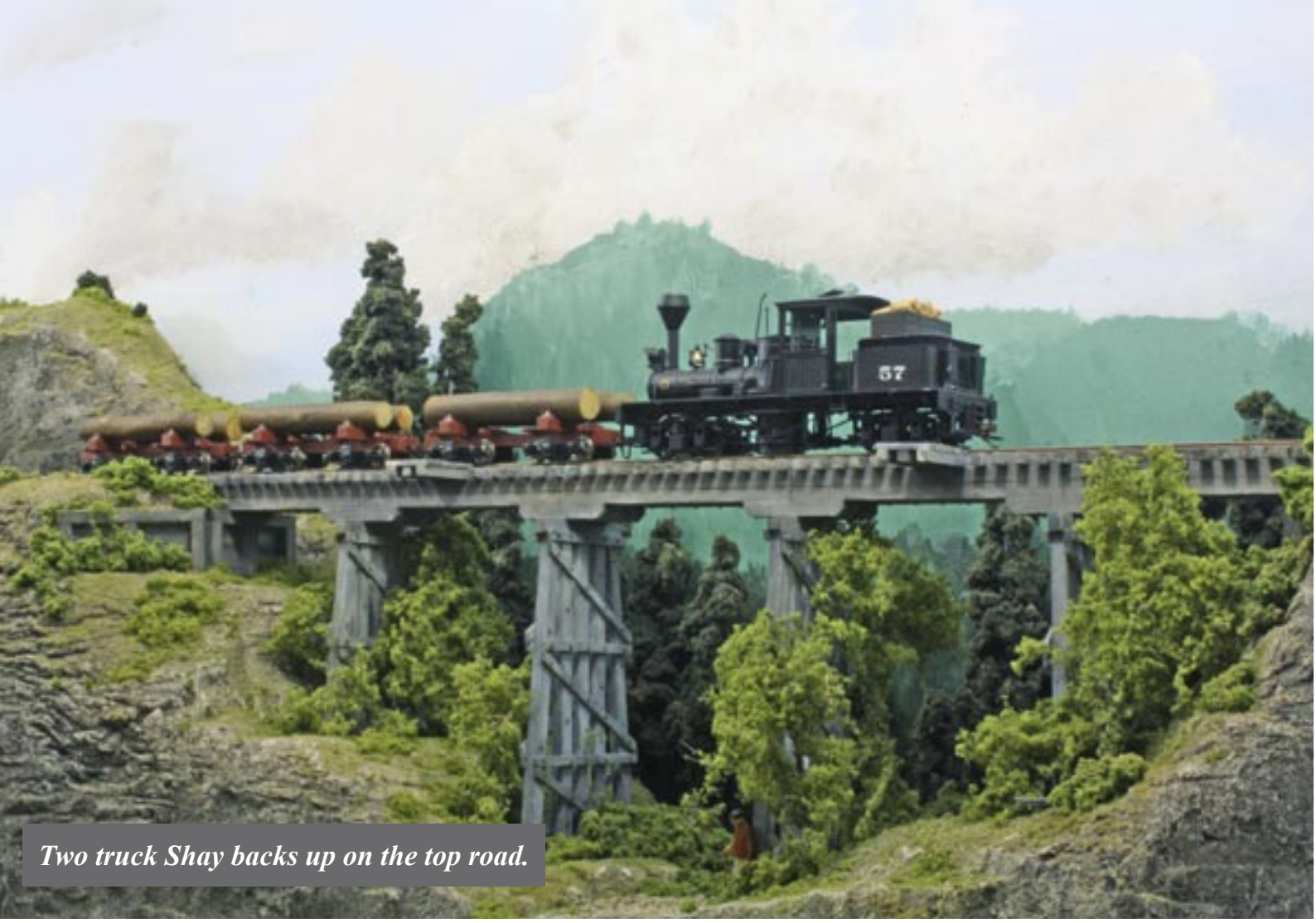
Colouring is a light, rock coloured house paint diluted 2 to 1. with a spray bottle containing the india ink and another one with just water. Use a 35 or 50 mm brush, smear a streak of paint onto the plaster. Immediately spray with both mist bottles, alternately, until it looks rock(ish). Finish with whatever scenic material you prefer, I use Woodland Scenics, with sifted packing sand for texture.

Structures:

Still thin on the ground, have to get ahead here. Mostly, either kit (water tower, backwoods repair shed) or scratch-built (trestle, engine shed, buildings in engine service area) or kit-bashed (coaling tower, turntables). Personnel are also scarce but the Tamiya 1/48 scale military figures, esp a German Field Service crew will hopefully soon start filling the gaps.

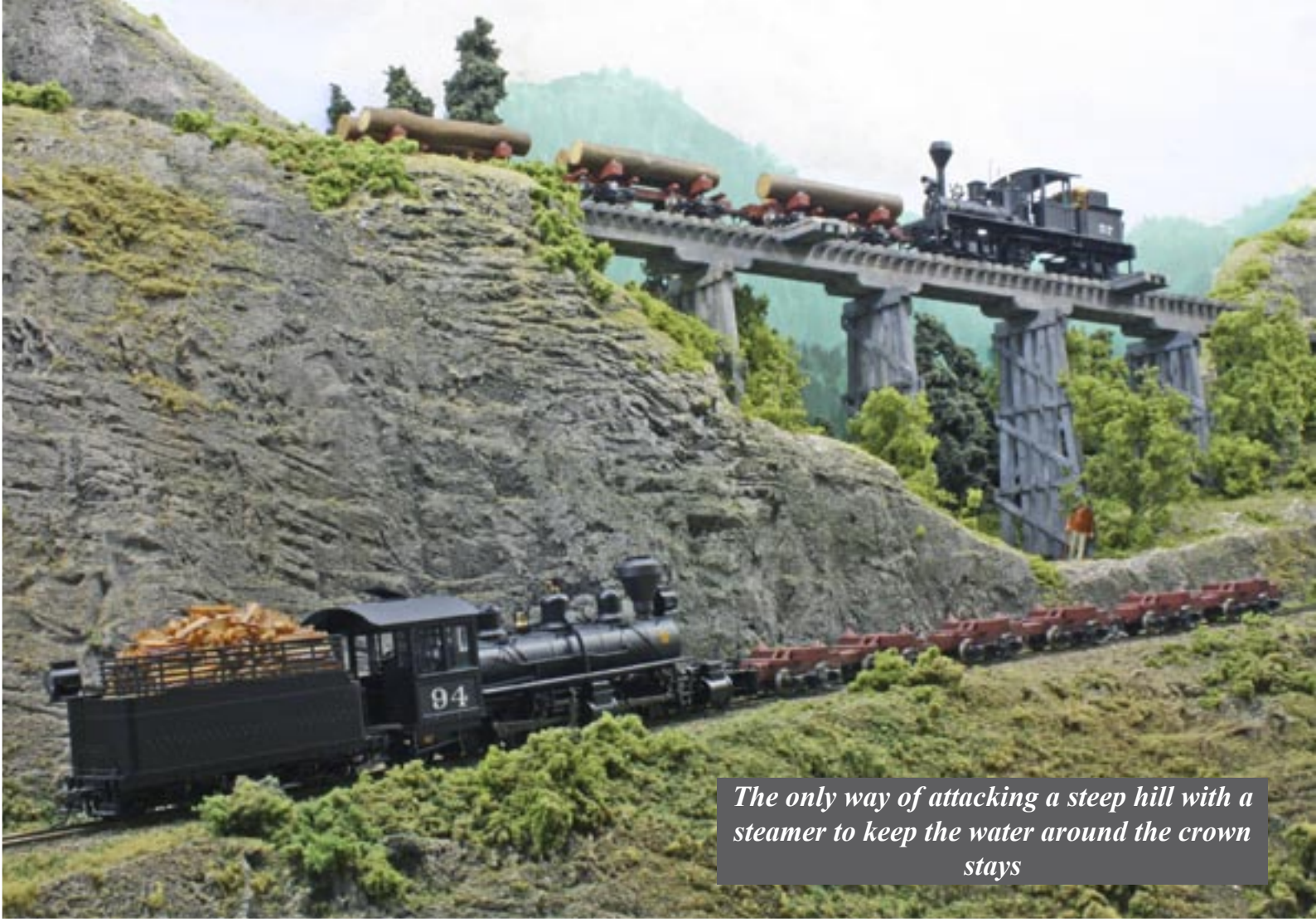
Operation:

Still researching this area, but it (the layout) was designed for operation from the start. Turns consist of empty log cars from the log pond to the switchback by mallet (it also has to run smoke-box leading up the 1 in 12 Devils Pinch, where it exchanges empties for loads from the falling area brought to Halfway by a geared loco, prior to returning back to Halfway, running around the train then taking the loaded cars back to Swamilla. The geared locos finish the run up t the falling area from Switchback, returning there with loaded cars to await the next Mallet run. There are also equipment turns to the falling area (crew, supplies etc), removal of finished lumber from the sawmill, equipment to the sawmill and a small passenger service from Rest Of The World (fiddle yard/ programming track). So hopefully the layout is more than a scenicing diorama with movement.



Two truck Shay backs up on the top road.

Articulated steamer leaves the lower level to battle the switchback



The only way of attacking a steep hill with a steamer to keep the water around the crown stays

YES!! that switchback 'IS' that steep with the owner Steve Magee

A Paper Mill for the N Scale Santa Fe and South Pacific

by Doug Cook
Photographs by the author

I had an area on my layout which had remained underdeveloped for a considerable period of time and I was often asked what type of industry was I going to place in this area.

My original plan was to construct a coal mine there and have a short branch line to serve it. That is how it stayed for quite a long time, just a plan with nothing happening on the layout.

On of my friends suggested that instead of a coal mine, how about a locomotive rebuild and wagon repair facility, the theory being that I could have locomotives of any road name or any rolling stock on the layout and going to the facility for repair.

I liked this idea and gave it a fair amount of thought but in the end I still did nothing. Then another suggestion came along, what about a paper mill. I liked this suggestion for a number of reasons.

Firstly I had already purchased several Walther's Paper Mill kits that were on special at a local hobby store. I had no intention of assembling them as per the instructions. I had planned to use them for other types of factories and kit bashing projects.

Secondly I liked the types of rolling stock that paper mill generates to service it and over the years I had acquired most of the rolling stock that I would require to service the facility

Thirdly it would be relatively easy to incorporate this new traffic into the operating system used on the layout and the more I liked the idea of the paper mill. The decision was them made that a paper mill it would be and so the next step was to develop a track plan to fit the area and handle the traffic that was going to serve the mill.

When I had decided on a rough track plan, I temporarily pinned the track into place and then started to place the wall components of the major buildings around the site to see if they would fit and how they would look. After some minor tweaking of the track layout and the structures, it looked like a reasonable representation of a paper mill could be accomplished, so now it was time to start assembling the buildings.

Photo #1

The first building I started on was the main mill building ***(photo 1)*** which is a brick structure. I assembled it pretty well as per the kit instructions but with some modifications. One was that the side walls of the building are slightly longer than the kit and this was remedied by adding wall segments from the second kit. The other major change was to cut a second opening in the building adjacent to the existing rail opening so a second track could be installed so that additional boxcars could be used for product dispatch, but, by doing this it created an unexpected problem. It let in a lot more light and showed the inside of the building as a large empty void. The only thing to do to rectify this was to build internal docks to service the box cars. Other minor modifications to this building included extra doorways, downpipes, etched brass caged safety ladders and walkways, extra roof details and additional pipe-work. The building was painted brick red and when the paint had dried mortar lines were added.

The next structure to be assembled was the Draft mill building ***(photo 2)*** which was build pretty much as per the kit instructions. After assembly this building was painted Polly S SCL hopper car beige and once again there was a considerable amount of extra detail added to the structure. This consisted of compressed ait tanks and associated pipe work, etched brass caged ladders and walkways, rectangular exhaust vents, vertical tanks and pipe work made from brass wire which was painted in different colours (red – fire, green – water, blue – compressed air).

Photo #2

The next pieces to be assembled were the two pulp silo tanks ***(photo 3)*** these were assembled as per the kits instructions and etched brass walkways were added across the top of the silos and around the back of the kraft mill and also brass wire for pipe work across the tops of the silos. The tanks were painted with Polly S light grey undercoat. These tanks suffer with a problem common with a number of Walther's kits in that they do not fit together very well, but, with a fair amount of filing, sanding, plastic filler putty and patience the poor fitting joints can be greatly improved. These joints do not have to be perfect, a few flaws here

Photo #3

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VISA MASTERCARD

and there are alright because in the real world when these type of structures are constructed, the steel plates that form the tank are welded together and the heat generated by this process causes minor distortions to occur around the welds.

The next part of the complex to be constructed was the woodchip rail car unloading building and the associated conveyor transfer system ***(photo4)***. Initially I did not think that I had enough room to have a rotary dumping station. I then started searching the internet to see what other types

Photo #4

of woodchip unloading systems there were and found a number of times mention of vacuum unloading systems for handling woodchips. I thought that this might be the way to go and after a considerable of time spent hunting around on the computer I could not find any photographs of these unloading systems where there were any amount of photos and videos of other types of woodchip unloading systems. So it was back to looking at the rotary dumping system and I found that by moving a few tracks by a small amount I had just enough room to install a building across the tracks containing the dumping station. I thought I could get away with having no internal detail inside this structure but after I had scratch built it *(from Evergreen styrene board and batten siding, the smallest size available makes a good metal raised seam siding in N Scale)* and inside it on the layout, it was not so. Because it was close to the front of the layout you could see in either side of the structure and it did not look quite right with nothing inside. So, something had to be done, it was back to the internet for more searching and there I found the web site of a company that manufactures one to one scale rotary dumpers and they had a number of concept drawings for a number of different types of rotary dumpers. I printed out the drawings of the style of the dumper I wanted and then proceeded to scratch build a model of a dummy rotary dumper ***(photo 5)*** to go inside the dump station building. When the rotary dumper was installed I went ahead and scratch built the conveyor gantry system to carry the woodchips from the dump station across the tracks and into the paper mill complex. The conveyor gantries were made by covering a core made from a piece of balsa wood with Evergreen styrene board and batten siding. The supporting A frames were scratch built using H beams and angles and it was all painted with Polly S SP lettering grey.

The next part of the complex to be completed was the tank farm ***(photo 6)***. The tanks used are from the kits

Photo #6

made by Kibri and NJ International but they are the same kits. Two tanks were assembled by the kit instructions but with the ladders left off, one of these tanks was sliced in half vertically to make two tanks with each half backing onto the backdrop. These two halves were painted an aluminium colour to represent tanks of stainless steel construction. The other tank was installed in the tank farm as it was assembled. A third tank was assembled using three tank segments unlike the two segments used in the assembling of the previous two tanks thereby making this tank higher that the previous ones. Etched brass handrails were placed around the tops of all of the tanks and etched brass walkways connect the tops of all of the tanks and etched brass caged safety ladders are used on several of the tank sides. The bund walls around the tanks were made using Evergreen strip styrene and all of the pipe work is made from brass wire and the access stairs over the bund walls were made by modifying etched brass kits. The pump house used in the scene came as part of the tank kits and was assembled as per the kits instructions. The two full tanks and the pipe work were painted Polly S light grey

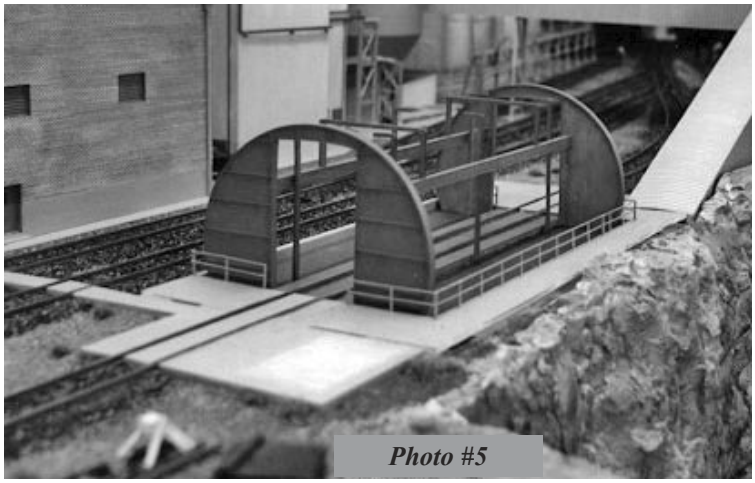


Photo #5

Photo #7

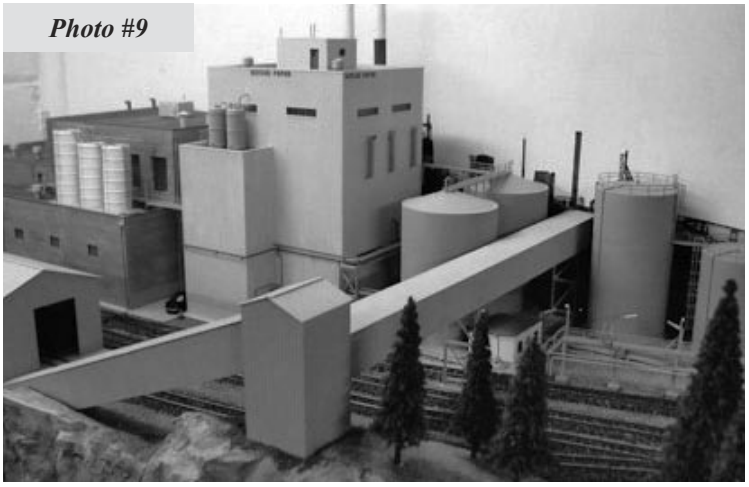
undercoat.

The final part of the complex to be constructed was the tank car unloading rack ***(photo 7)***. This model is based on a prototype facility that I photographed in Fort Smith Arkansas in the United States. It was scratch built by using Evergreen styrene strips, tube, angles and H beams along with etched brass stairs and walkways and brass wire used for the pipe work. The lights on the platform came with the tank kits but were double lights on a common pole so I sliced one light fitting off the pole and then glued it to some styrene rod thereby getting two lights for the price of one. The unloading rack and piping were painted Polly S light grey undercoat.

Photo #8

Before I started to build this paper mill complex, I looked at a considerable number of websites dealing with paper / pulp mills from around the world and the common theme that stood out in my mind was the fact that even though they are large industries they tend to be cluttered, congested and crammed facilities with a maze of buildings, tanks, pipes, conveyors and exhaust stacks everywhere. These are the things that in modelling this paper mill complex that I have tried to achieve and hope that I have finished with the finished model ***(photos 8 and 9)***.

Photo #9



Happy modelling all.

Op Till You Drop . . . .

Hosted by the Central Coast Wednesday Night – Model Railroad Club (NMRA 100% Club)

The CCWN-MRC will be hosting an "Op Till You Drop" weekend on the 26 & 27 May 2012. This will consist of 8 layouts.

Saturday

- Raton Pass
- Barren Creek & Santa Fe
- Cedar Valley Short Lines
- Great Falls Sub

Sunday

- Kansas City Sub
- Santa Fe, Ontario & Western
- NSW –Buff Point Branch
- Santa Fe – Shortlands Sub

The first session will start at 9.00 am at each of the 4 layouts where the "operators" (you) will be given 20-30 minutes of instruction about the layout and its operating system – then – you will have approx. one hour operating the layout in the correct manner. You will then have about 30 minutes to drive to the next layout. Other sessions should start around 11.00 am, 1.30 pm, and 3.30 pm. There is room for a maximum of 6 operators per layout and you will work in pairs. You will need to bring your reading glasses, hearing aids (with batteries). Seven of the eight layouts use DCC so operation is a breeze – no block switches or big panels to learn. There will be extra people at each layout to assist as required. Not all crews will work at the same time so you will get time for a cup of tea or coffee.

The same thing will happen on the Sunday on four different layouts. You will be able to sign up for either or both days as you wish. A booking fee of $2 will be required for each day. This will cover cost of tea, coffee, bickies at each layout.

The operating systems used will be:

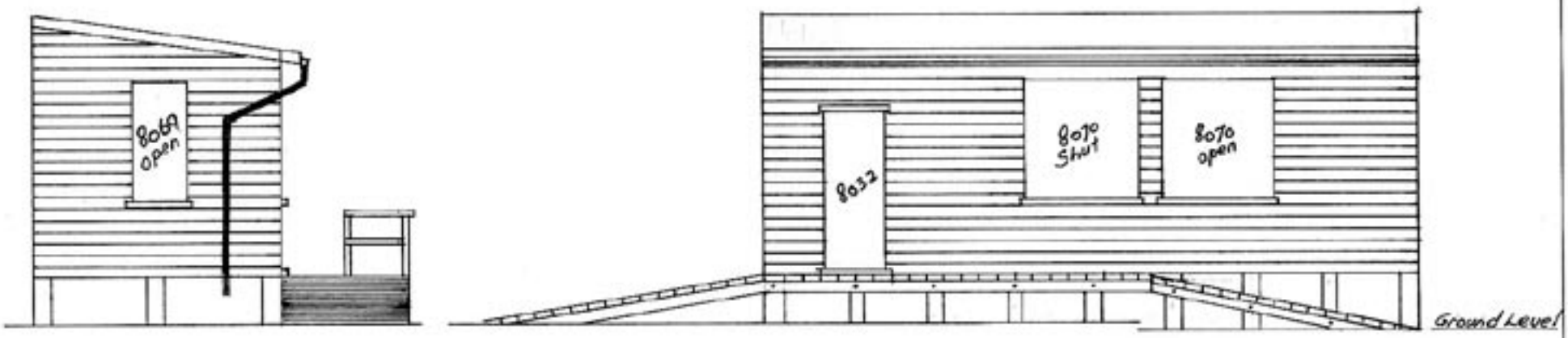
- Way-Bill & Car Cards,
- Switch-list,
- Time Table,
- Warrant Sheet,
- Train Order,
- CTC control,
- Staff Exchangers.

It is hoped that the guest "operator" can learn a little about operating a layout in a more prototypical manner. Different layouts use different operating systems and are for the enjoyment of the owner – hence the variety of systems used.

As mentioned earlier, there is a limit to the number of places available – 24 per day – so do not leave your booking to the last minute. To register, email Gerry Hopkins MMR – gerrymmr@bigpond.net.au

More information will be available on the web by the end of January on the CCWN-MRC web page at:- http://tinyurl.com/3s5bqvv

Gerry Hopkins MMR



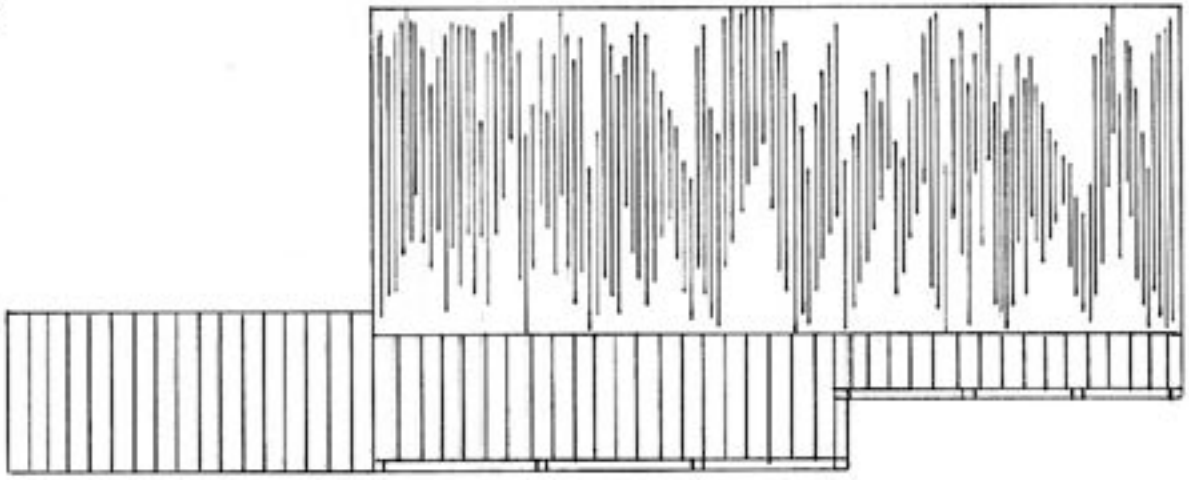
WINDOWS & DOORS
TITCHY GROUP

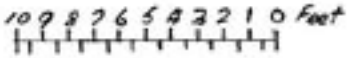
The idea of this for my layout is to allow servos to be mounted on top of the base-board and still hide them from view.

The windows of the far end and the rear can be placed as desired as can a water tank (not shown)

Either timber siding or styrene can be used and either styrene or corrugated aluminium can be used for the roofing.

For the rusty look on the roof, spray it first with reefer red or rust Polly S before spraying with aluminium or silver and then after it dries lightly wipe it with 000 size steel wool and remove some of the silver top coat to allow the rust to come through





HO SCALE SIGNAL CABIN

Australasian Divisional Reports

Division 1 Queensland

Hello to all, from the new Division 1 Super.

The last meeting for Division 1 for 2011 was our Christmas Party Lunch at the Beerwah Hotel on the Beautiful Sunshine Coast. Many thanks go to Charles & Katrina Clark for organising the event. Approx 50 members and partners were present from all over the South East as well as other parts of Queensland. All enjoyed a delightful meal. Some interesting train related conversations were taking place at the bar. I don't think the bar staff knew what we were talking about.

Sandra Stevens was invited to attend the lunch and was presented with a Christmas Basket of various chocolate and wine in appreciation from the Division 1 members.

After the feast we all gathered in the park over the road to sample some Cold Watermelon and Rock Melon brought all the way from Bundaberg by members John and Bernice Lebsanft. Very refreshing before the drive home.

As division 1 is yet to have its first meeting for 2012 I have limited information to report. Our first meeting for this year will be at Eddy Stavlue's on the 18th February.

I thought I would take this opportunity to introduce myself to the wider NMRA community as the new Division 1 super. The Division 1 members know me by now I hope. They voted me in.

My name is Martyn Jenkins I live in Biggera Waters on the Gold Coast Queensland. I am in my mid forties married to Mary and we have no kiddies. Only two spoilt rotten King Charles Cavaliers. My background is in the Electrical industry. I have been working in the field of industrial automation all my working life and I am currently employed as a Senior Electrical Safety Inspector with the Justice department in Queensland. My interest in model railways go's back approx 20 years. Friends of mine from school got me involved with the Diamond Valley Railway in Melbourne. Yes I am an Ex Victorian living in Queensland.

I am currently the President of the Miniature train Club –Gold Coast Inc which is a 100% NMRA club based in the Oasis Shopping Centre in Broadbeach. I model HO Victorian Railways in 1983 (which is rare in Queensland) and On30 Mining and logging industries. My first foray into model railways was an operating carnival layout. I have always been fascinated with the logistics employed with Circus and Carnivals. My current carnival layout can be seen on my website. www.martynstrains.com

Now enough rambling by me until next time.

Martyn Jenkins

Division 3 Victoria / Tasmania

November 2011

The meeting was held at the home of John and Lynn Dennis, the home of the Dutton Bay Tramway http://members.optushome.com.au/duttonbay/ and the Australian Narrow Gauge Web-Exhibition Gallery http://members.optusnet.com.au/jdennis/ng_webex.html . John is a prolific author and his photo essays have graced the pages of many magazines, both domestic and international. The Dutton Bay Tramway was rumoured to have fallen into receivership, however a recent cash injection has seen the beginnings of a retro fit to the steam era. Many employees are looking forward to the days when steam will grace the rails on the Eyre Peninsula.

20 members and guests enjoyed the camaraderie of model railways and dreamed of a new Dutton Bay arising, like a phoenix from the ashes, with steam as king. A number of models were placed on display by a very active group of modellers, the notable exception being Laurie Green's purchase of a Hornby Train Set. As usual there was a plethora of reading material to while away a quiet moment. Models on display;

Andrew Davenport: Trainbuilder HOscale VR DERM

Grant McAdam Bachmann: Oscale Skidder

Jay Kershaw: scratch built Parts

Laurie Green: OOscale Hornby Set and model vehicles

Robert Goslin: Nscale Weathered BoxCars

Geoff Truman: HOscale VR S & B class diesels, CE, BPL & E cars and a D van

Unidentified contributor: BGM HOn3.5 SAR Tclass & a USA Trolley

December 2011

As always this Christmas event was sponsored by our Superintendant, Grant McAdam. A beautiful day sitting in his backyard saw around 25 members; guests and children enjoy a pleasant family day discussing trains and other things. Grant is well known to all as a permanent fixture at model railway exhibitions around Melbourne being a prolific structure builder, and figure painter. As always reading material was in abundance and models for display included;

Ken Hughes: Oscale scratch built VR nA (Puffing Billy)

Robert Goslin: Nscale US Box car and scratch built warehouse

Unidentified: Kit built VR nA (Puffing Billy)

January 2012

Peter and Michele MacDonald held the meeting at their home in Bacchus Marsh, west of Melbourne. 15 members and guests enjoyed a perfect day admiring their beautiful garden and Peter's collection of railway infrastructure, which includes a semaphore signal. Peter's home is always a magnet for modellers and many journeyed from as far way as Ballarat, Geelong, Torquay and the far eastern suburbs.

Many modellers have been active over the past year and, as usual, a large volume of reading material was presented along with the following models.

Grant McAdam: Model Tech Studio Oscale horse drawn delivery van

Laurie Green: 7mm signal box

Neil Munck: Slaters 7mm figures

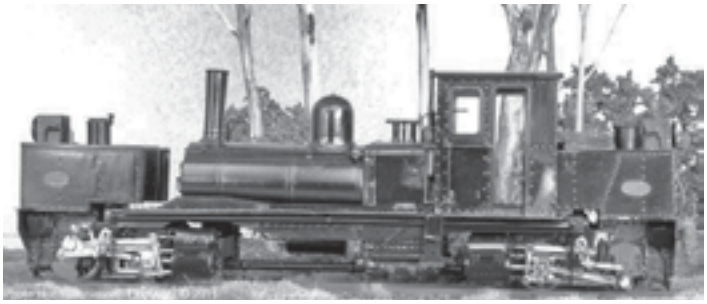
Paul Ritchie: Backwoods On30 vertical boiler steam engine

Paul Ritchie: scratch S scale furniture and figures.

Paul Ritchie: Sn3 Diesel (mix of scratch and kit bash)

Peter MacDonald: On30 K1 Garatt.

General



Convention held in Melbourne. A report was published in the last edition of Mainline.

Conventions coming up are the Southern Forests Narrow Gauge Meet to be held on the 18th March at the Gemco theatre in Emerald, Victoria. Contact is via email to David Axup at daxup@bigpond.net.au

National N scale Convention, April 12th to 14th in Melbourne http://convention2013.nscale.org.au/

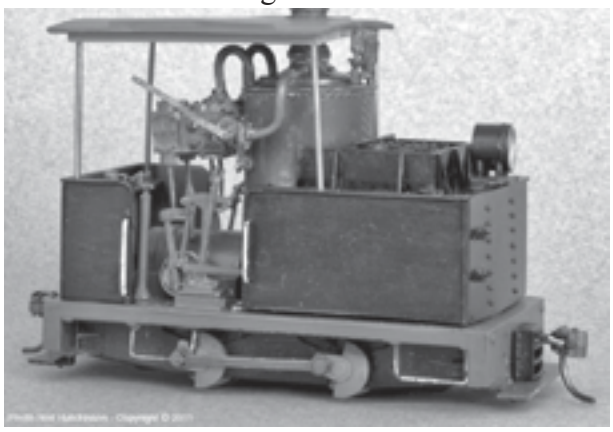
A call for helpers and presenters for the 2013 Narrow Gauge Convention was made by Grant. It will be scheduled for Easter 2013.

Grant presented each of the hosts with an NMRA thank you plaque for opening up their homes and allowing members a venue to get together and enjoy the camaraderie that is model railways.

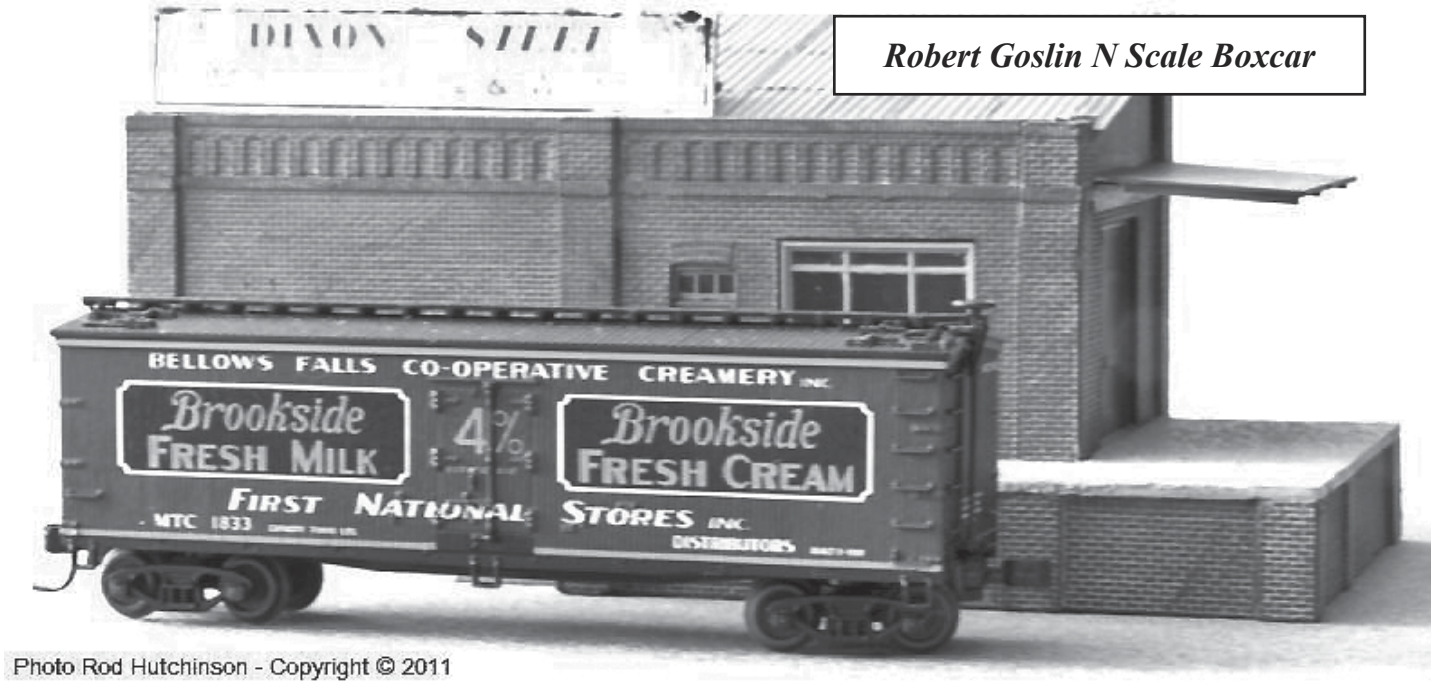
Rod Hutchinson,

Mooroolbark, Victoria.

The October meeting was in fact the NMRA



Robert Goslin N Scale Boxcar



Division 4 Western Australia

Meetings Reports

November

November saw seven members and one guest meet at Allan Perry's. The main topics of discussion were next activities for year's program and our module specification.

We have decided to hold clinics on installing decoders, modelling water and foam rocks. In addition to formal meetings we are planning visits to local model railway clubs and preserved railway operations. We decided to revise our module specification to change the preferred rail height to code 100. This will allow members to use track work they already already possess on their modules.

Members modelling efforts displayed were Allan Borough's folding module leg design and Rod Tonkin's partially modified station building.

December

December saw nine members and four partners at Peter Scarfe's for our Christmas meeting. We enjoyed Peter's hospitality and were able to inspect progress on his layout.

Allan Borough presented Frank Godde with the Hopkins Bone award for his efforts for the division over the year.

Frank Godde showed us the 45 mm gauge 0-4-0 he has recently acquired and weathered. Allan Borough showed us his first module.

January

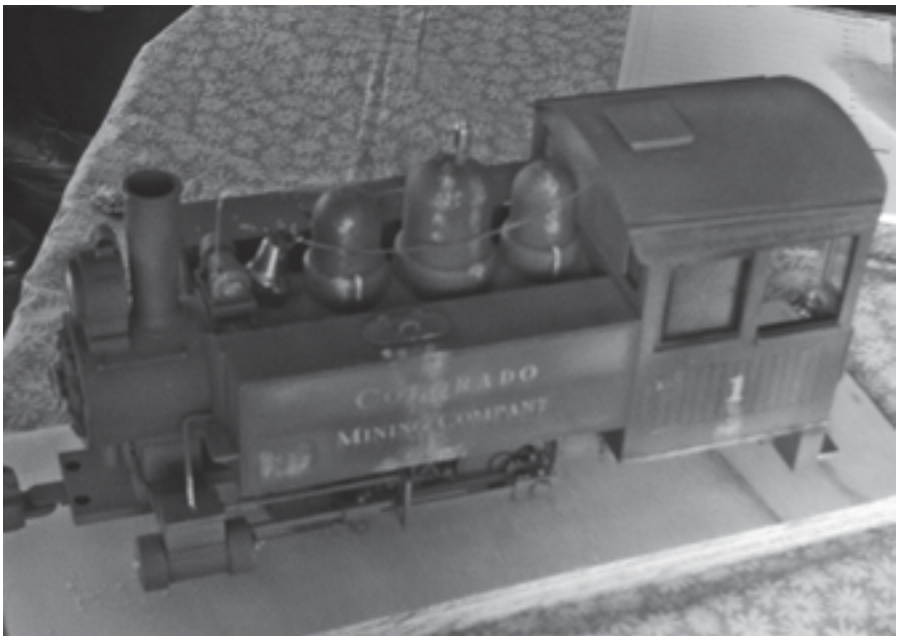
January saw ten of us at AMRA WA Branch's club rooms. Members were able to inspect AMRA WA Branch's layouts ranging from N scale to G scale layouts. Some members showed the results of their post Christmas shopping over the worldwide web.

The module group have decided to build a oval layout of members modules. They plan to trial assemble the modules in February to test the track across the module joints.

The theme of the meeting was bring and run a train with a plausible story behind it. Three members exhibited trains, all of them passenger trains.

Photo Captions

Frank Godde's weathered G gauge 0-4-0 tank engine



Allan Borough's first module

Division 6 South Australia

On a beautiful summers day some 14 members and 4 visitors gathered at the Jackson's residence in Aldgate.

The Divisional Superintendent welcomed the members and extended a warm welcome to the visitors; John "Swampy" Marsh, Ros Foster and her friend Pam and Bob (I am a freeloader) Reid. Some will remember Bob Reid as the publisher of Narrow Gauge Down Under. Directly after the meeting John Marsh joined the NMRA so an extra warm welcome John.

After the welcome the DS advised the meeting of progress of various outcomes since the October meeting in Sydney. Unfortunately, he had to report that little if nothing has come from the review of the Mainline and the revision of the Rules. The meeting then went on to discuss in detail the payment by the Region to send a layout to the USA to be placed in the NMRA Gallery at the California State Railroad Museum.

As a result of the discussion considerable correspondence has transpired between the members and the President since then many expressing the view if we are gifting the layout then it should be quintessentially Australian rather than American.

After the vigorous discussion the meeting got down to show 'n tell.

Ian Wade brought a portable speed measuring device and recalled a number of times the device had been used on exhibition layouts where many steam trains had been recorded at speeds akin to the ICE!

Ron Solly was seen tinkering with a small pink thing during the formal part of the meeting. It turned out to be a mould that he had created for making simulated prototype point actuator. The creation of the mould followed on from a clinic provided at a local supplier of casting material.

Norm Bee demonstrated how to get realistic looking semi-trailers from inexpensive models he purchased from Woolworths and similar outlets. It didn't take much work to get it to an outstanding model. He also, showed a fuel terminal rack which he brought to be assessed for his AP.

Ken House displayed his partially completed model of Tanunda station. To get the model to fit his location he has used some selective compression. Some discussion was about whether the toilets were covered or not.

Max Wright traumatised by the damage to 2 of his DCC command stations gave a talk on the need to have an absolute silent layout before connecting DCC. That is, it should be open circuit. The silent part came from a homemade continuity checker which had a buzzer. Hence, when it fell silent meant that he had the open circuit and could reconnect his DCC system, well when it gets back from the DCC hospital.

Bob Reid brought along some of his On30 Bachmann stock which had converted into some very nice models clearly indicating that On30 need not be that expensive and somewhat cheaper than its On3 cousin.

Finally, our host, Peter Jackson, produced a little leaflet that he produces regularly to keep various friends up to date with his layout. Peter has kindly allowed me to attach it to this report. He also showed how to use furnace filter, which he had recently acquired, to produce trees.

At the conclusion of show and tell Peter produced some scones that he had cooked himself. Like everything Peter does they were close to perfection. That's bean counters for you! After downing the scones members in small groups visited the EVNGR which proved as popular as ever.

After being feed, watered and viewing the spectacle that the EVNGR is, I am sure the members went home quietly satisfied with the day although probably wondering how does Peter do it and how do we achieve it.

Thank you Peter and to those of you who came for making it such a great day. Look forward to seeing you at Ron Solly's on 7 April.

Entertainment at the Christmas Party at Ray Brownbills's country estate.

Division 7 NSW

Div 7 January 2012 Meeting

The Division 7 meeting for January was hosted by the Australian Model Railway Association at their clubrooms at Mortdale. Eighty three NMRA members and wives attended, which was a record for a Division 7 monthly meeting.

AMRA (NSW) is superbly set up with premises. The clubrooms consist of a large, two-story, air-conditioned building in a light industrial area, so that parking on a weekend is not a problem. On the ground floor there is a large common room with adjoining kitchen and servery counter. You walk through to a separate trainroom containing a large O scale layout and an HO exhibition layout under construction.

Upstairs (via a chairlift for incapacitated people), there is a large area covering the entire footprint of the building. On this level there is a large N scale layout, a large HO layout and another O scale layout. A display cabinet occupies almost the full length of one wall, containing engines, rolling stock and memorabilia from the Association's history of over 50 years.

There were quite a few AMRA members present and trains of all denominations and brands were running on the layouts, so there was a train/gauge combination for all.

We were made to feel very welcome and Association President, Barry Wilcockson, formally welcomed us. His wife, Marilyn, who is also the Association Treasurer, masterminded an excellent afternoon tea.

At the end of the day, Erik Bennett thanked Barry and his Association members for their hospitality and for such an interesting afternoon, and presented the Association with a 2012 NMRA meeting plate.

Div 7 February 2012 Meeting

On a stormy Saturday in February, we visited Dave and Jessie Cuff's home at St Clair. The night before, large hailstones had inflicted severe damage in suburbs not too far away and, although the morning was clear, storm clouds threatened and surrounded us in the afternoon. Dave and Jessie had a large, covered entertainment area in the back yard near the train shed and Dave had erected some further protection in the form of large parasols to extend the covered area. So, there was ample cover for the 66 members and wives, the large amount of Bring n' Buy stuff that was on display and the Show & Tell items that Warren Wormold and Gerry Hopkins had brought along.

Dave had done a lot of work in his trainshed in the last few months and he'd organized a couple of display cases full of the UK engines and wagons he'd collected over the last 45 years. His major interest is the Southern Region of British Railways and many BR items were on display. I heard Bill Fowler pointing out to son Les the engines and wagons he'd actually seen running.

Dave's layout is in the intermediate stage of re-construction. It started life as a number of modules and, with the recent re-organization of the trainshed, has started to take shape. Trains are running. I'm sure next time we meet at Dave's place it'll be almost complete.

Gerry gave a clinic on "How to Run Trains". The title seems straightforward, but Gerry discussed the actions that take place on the prototype which, if emulated in layout operation, can lend a great deal of realism. Included were such things as steam engines stopping on top of a grade to take on water/pump up the air/set retainers, etc; steam blowdown before moving if an engine has been sitting for a while; proper yard procedure, eg, stopping at the yard limit to obtain clearance from the yard master, etc.

Gerry's clinic was interrupted by a severe rainstorm which beat on the metal roof at a level of about 130 dB. Despite this, he soldiered on and members gained

a lot of information.

We were then treated to an afternoon tea served up by Jessie and helped by a team of helpers. Jessie had especially arranged the weather because just as afternoon tea was being put out, the weather cleared and the sun shone through brightly.

After afternoon tea, Erik Bennett gave a clinic on a method of Tortoise motor route control which he had come across at http://whiteriverandnorthern.net/clinic_38.htm and which he thought was very ingenious. As well as showing the material on route control, Erik highlighted the benefits of building a prototype for layout projects. In this case, Erik had built a copy of his engine yard (which he wanted route control for) on a piece of MDF and had installed the points, Tortoise motors and control system on it. Erik recommended this concept as an extremely valuable learning process, as it duplicated everything that had to happen under the layout but in the comfort of his work room.

At the end of the afternoon, Erik presented a 2012 NMRA meeting plate and thanked Dave and Jessie for their warm hospitality.

Erik Bennett

VALE Brett Payne

One of Brett's hobbies was that of model railroading. He was building a layout known as "Fairplay & Mosquito Pass" that was based on the American Narrow Gauge "Denver & Rio Grande Western". He modelled in the scale/gauge of HOn3 but occasionally crossed to the "dark side" of On30.

Brett joined the National Model Railroad Association in August 1995 and later became one of the founding members of the Central Coast Wednesday Nighters in 2001. He was always ready to help other modellers – especially with research and gathering information.

On a number of occasions he presented clinics at conventions and has written articles for major magazines. He wrote an article for the first edition of the HOn3 Annual – his latest article being in the recently publish HOn3 Annual 2011.

Brett also belonged to a number of Yahoo Email lists and made many friends, many of whom he did not meet face to face. Many of these have sent their condolences, among them, a few of those he did meet while on business trips to the USA.

Locally, he was involved with layouts that held regular operation sessions and enjoyed the role of dispatcher which involved telling a lot of people where to go – politely. He had a talent for the more formal side of operations and prepared the paperwork for a number of layouts.

Brett's other "talent" was with the modern technology of communication devises and how they related to the hobby of model railroading.

He will be greatly missed by many of his peers for his knowledge and his willingness to advise and assist as required.

Gerry Hopkins MMR

Div 8 Nth Rivers

Thanks go to Ian and Trudy for hosting the weekend meeting in January. We were given a bit of an insight into computers and their little tantrums.

Ian gave a run through of his intended layout construction and operation of the Muswelbrook to Merriwa Branch line. Intended finish.. in the future.

Good attendance and camaraderie made this a successful meeting.

Now onto some show news, we have been accepted into the Queensland show 5th to 7th May 2012.

Moree is a 'no go', maybe next year.

The mods to the layout are progressing slowly. Track work nearly finished. Flood affected the rest.

Next meeting will be at Keith's in Feb.

DivSuper

John

Taiwan Sub District

The membersNMRA TSD held a visit to the central of Taiwan, Hu-Wei Sugar Refinery, in January 2012.

In early Taiwan, sugar was an important contributor of creating much of Taiwan's export revenue. From central Taiwan to the south, throughout more and more sugar mills and all use the 762mm sugar transport railway. In 1970, 762mm sugar transport railway can not only transport sugar cane and sugar packets, but is also used by the military for their transport purposes and also shares a large part this transportation with the 1067mm of Taiwan's main railway system.

With the change of time, Taiwan's sugar mills have been closing continuously. The equipment of sugar refineries has been sold to Southeast Asian companies.

With the closure of the these mills, these sugar railways are being dismantled. Now, there are only two sugar mills still in production and this has only left one or two lines running. The majority of the harvesting business of sugar cane now uses trucks as transport to operate.

During our visit we were able to see the internal operation of the sugar mill this time, unloading sugar cane, pressing out the juice, separating, to the final bagging and storage steps.

We are recording as much information of this railway with a possible production of modelling the existing scenes as a basis for a future model railway.

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