

MainLine

National Model Railroad Association Australasian Region

SPRING 2012

VOLUME 29 No 3



QUEENSLAND'S LARGEST HOBBY STORE

Hobby One

TRAINS & ACCESSORIES

FROM BEGINNER TO EXPERT

- HORNBY • THOMAS • ATLAS • PECO • CDA • WOODLAND SCENICS • SKALEDALE • METCALFE
- BACHMANN • SKALE SCENICS • HEKI • OXFORD • PREISER • GAUGEMASTER • CORNERSTONE

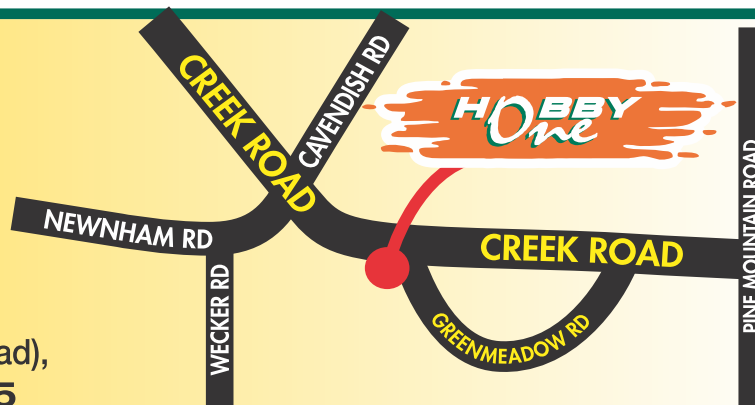


PLUS QLD'S LARGEST RANGE OF HOBBIES

- R/C CARS, PLANES & HELICOPTERS • MODEL TRAINS & SLOT CARS • DIECAST COLLECTOR CARS & AIRCRAFT
- PLASTIC MODEL KITS • KITES, CRAFTS, PUZZLES & GAMES • HOBBY PAINTS, TOOLS & ACCESSORIES ...AND SO MUCH MORE!



Shop 3, "Greenmeadow on Creek",
489 Creek Road (cnr. Greenmeadow Road),
Mt Gravatt East Phone 3343 8655



M/4636-TEP

OPEN 7 DAYS

www.hobbyone.com.au



EDITOR: Robyn Taylor

EDITORIAL ASSISTANT: Bill Cox

DISTRIBUTION: Bruce Kerslake

CONTRIBUTIONS:

All members of the NMRA are welcome to submit articles of a railway nature that are suitable for inclusion in Main Line.

Contributions can include photos, drawings, modelling tips and historical information that would be of interest to fellow members. Please ensure that the material supplied is not bound by copyright or that written approval has been gained by the author to use any copyright materials.

Submissions should be in an electronic format ie: Word or PDF and photos must be original size and uncropped. Hand written or type written documents are also acceptable but should be legible to assist us in converting them to electronic format.

Cut Off Dates for Submissions and Advertising:

- * Winter 2012: 11 May 2012
- * Spring 2012: 10 August 2012
- * Summer 2012: 9 November 2012
- * Autumn 2013: 8 February 2013

Submissions and advertising copy can be emailed: editor@nmra.org.au or mailed to: 77 Englefield Rd Oxley QLD 4075

Advertising:

The National Model Railroad Association Australasian Region is happy to accept advertising in this magazine. For advertising rates and enquiries please contact the Editor.

MainLine reserves the right to refuse publication of material deemed to be inappropriate or offensive. The Editor and the NMRA accept no responsibility for the opinions or views expressed. Advertisers accept responsibility for advertising copy and must ensure that it complies with the trade practices act. Advertising in MainLine in no way constitutes endorsement by the NMRA.

Feature Articles

The NMRA Achievement Program	8
On the Subject of Rail Codes	9
Tupper Lake and Southern Junction Railroad	10
Weathering Your Rolling Stock	14
Introducing Your Committee	17

Regular Features

From The Cab	5
Pacific District Director Report	6
A Train of Thought	7
NMRA Division Calendar	19
Australasian Division Reports	20
Retail Directory	28
Australasian Regional Directory	30

Cover Photo

The loco servicing facility at Grass Valley on Peter Jackson's On3 layout Eureka Valley Narrow Gauge Railroad.

Photo: Peter A Jackson

IT'S JUST A MATTER OF TIME

There has been some very positive feedback on the Winter edition of our magazine and I thank all those who have contacted me with their comments. The reality is that the success of this magazine relies on the efforts of members who contribute articles and photographs and they are the ones who should be congratulated for the time they have given in order to provide us with the content of MainLine.

Whilst on the subject of time...in this busy world that we find ourselves living in it seems more difficult to allocate time to the pursuits that we enjoy. The cliché that 'time stands still for no one' is even more relevant in this age of longer working hours and other responsibilities that demand our attention. I recently had cause to consider how to manage my time better so that I could pursue the things that I am passionate about. I have always been an advocate of having a worthwhile and enjoyable hobby that can help to take your mind off the rush and bustle of this modern life we now endure. In our hobby of model railroading, we are now seeing the increased desire for ready to run items as people have less time to kit build or scratch build items. I understand that there are arguments on both sides, those who support the RTR market and would not have it any other way and those, like me who have a passion for building from scratch. The two sides create the balance that has helped to make the hobby great. The availability of

RTR motive power and rolling stock has given rise to some modellers having more time to spend on the scenic side of the hobby and some of the work that is currently on show is quite amazing. For some, the time saved building kits or scratch building models has helped to provide more time to run trains and work on track layouts. The quality of the models now coming out of China are amazing and generally very affordable and this is good for the hobby.

For the modeller who chooses to produce models from scratch or build kits the real satisfaction comes from the joy of seeing a hand crafted item that has been created from basic materials. I personally have acquired skills that are a direct result of being involved in model railways and like most other enthusiasts, I am finding that I have to learn a new skill and that is time management. Less TV, and less time on the computer are my starting point and allocating one hour a day to spend on my seemingly increasing stash of unfinished projects. Having the ability to focus on one project does have it's benefits, the most obvious is the completion of the task and the satisfaction that comes with seeing the job done. It's all just a matter of time.

Until next time, keep on train-ing

Robyn Taylor



This model of a Tudor Coaching Inn has been created using cardboard, balsa and plaster and was built in 1986. Cardboard has the advantage of being easy to work with, cheap to procure and does have the ability to last. There has been a growing trend to return to this medium, particularly in the UK where a number of the national magazines have run extensive articles on the subject.

Send us some photos of your cardboard models and share your ideas on using this versatile medium with other NMRA members through the pages of MainLine.

Photo: R L Taylor

FROM THE CAB

Ken Scales MMR- President NMRA AR

The new committee took over after the AGM in June. I would like to personally thank David for his assistance in achieving a smooth transition for the new members of the Regional Committee. I will endeavour to continue the work of the Association along the same lines that David has followed over the last two terms of his office.

In particular I will endeavour to hold another workshop to allow all the Divisional Superintendents to fully participate in the vision and activities of the region. It was particularly pleasing that we now have a member representative from Queensland on the Regional Committee. It has been mentioned before that the organisation has appeared Sydney Centric. Like David I will try to ensure that any decisions made by the Regional Committee take into consideration the whole Region.

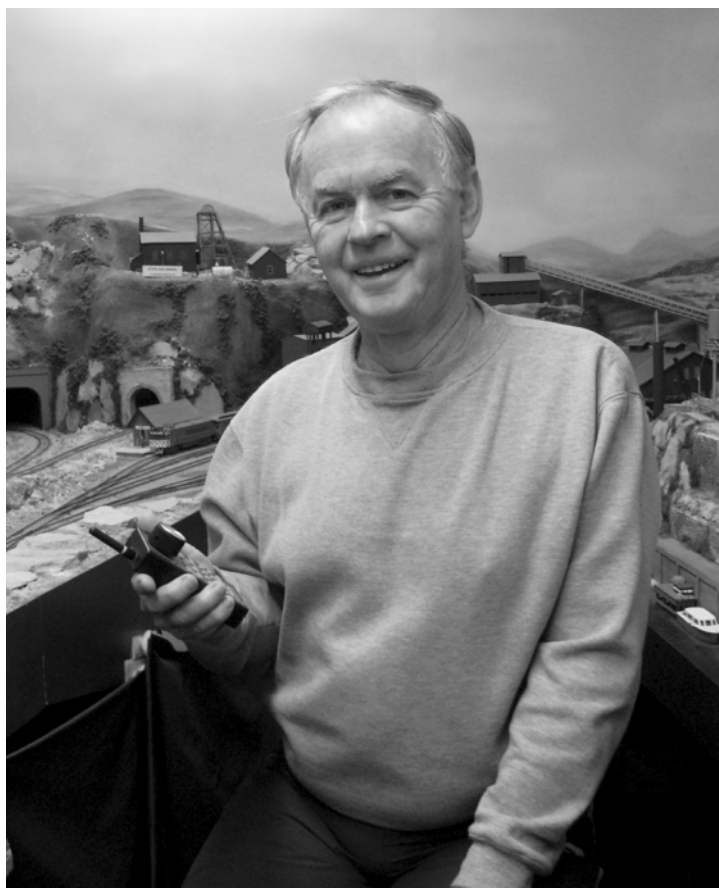
Two of first activities that the new committee will focus on are the Achievement Program and the Library. I believe Gerry Hopkins is the hardest working and most enthusiastic Achievement Program Chairperson in the NMRA. I will be helping Gerry simplify some of the paperwork articles and preparing articles for Mainline to encourage members to participate in the program.

It is a credit to Gerry that we recently gained two more MMRs. These were our hard working secretary Kelly Lloyd and Sam Mangion the convenor of the Central Coast Wednesday Night Model Railway Club which is an all NMRA club. As well as being great modellers both of these members always put up their hand when there is work to be done. The AP program is about sharing and camaraderie as well as great modelling. This is why there are awards that involve shared achievements such as official and volunteer. As president I would like to offer congratulations to Kelly and Sam on behalf of the whole organisation.

We have already begun to expand the Library and we will be publishing lists of new DVDs both online and in the Mainline. It is intended to have a brief library update in

every Mainline. We have also begun to replace the DVD jackets and use a simpler method of packaging these for posting to members which will make posting them much cheaper in both directions.

I have always had the same focus on Model Railways. It is about having fun. Life is much too serious, particularly in a world that is changing so quickly. To me the NMRA has always been a great source of enjoyment. It is about great modelling. It is about great social events and about enjoying one of the world's greatest hobbies. Most of all it is about friendship. As president I will try and do whatever I can to ensure that this continues.



On30 Scale Figures

Mountain Blue
miniatures
ABN 71 763 534 159

1:48

- Four Agricultural Workers
- Two Timber Cutters with Cross Saw
- Kids with Billy Cart

NEW in 2012

Fully Hand Painted
or
Ready for You to Paint



PO Box 287 Blaxland NSW 2774 (02) 4739 9885 keith@mountainblueminatures.com
www.mountainblueminatures.com

REPORT OF

THE PACIFIC DISTRICT DIRECTOR

Mike Bartlett- Pacific District Director

Hello to all fellow modellers

My first Board meeting at Grand Rapids has passed and I thought I might pass on a few thoughts to you. A good deal of the content of the meetings was of a procedural nature and, together with financial matters, took a great deal of time with not a great deal of outcome as far as our Region is concerned.

One presentation was given by Jim Six who is the new educational chair. Jim presented a very detailed submission on how the Association can better prepare modellers giving presentations and clinics to our membership. It could be termed a "train the trainer course." The concept has been adapted from one used in the US military and seems to contain some previously used aspects of training and those who may be involved in this field may recognize some of the procedures. The system is already in use in one Region in the US and when it becomes available to us could be very useful.

The NMRA Board, along with most members, is trying to increase membership. To this end, a Director of Marketing, together with 2 assistants, [all 3 are voluntary] has been appointed and will try to address the problem of our ageing membership.

Here are the dates for the forthcoming Conventions:

Atlanta: July 14th to 20th 2013

Cleveland: July 13th to 20th 2014

Portland: August 23rd to 30th 2015

The Convention was a mixture of some excellent clinics varying from "Modelling with the Masters" to the normal clinics given on a huge range of topics that covered every aspect of our hobby. There were also a large number of very fine layouts. The standout was of course the 2,800 square foot layout of Bruce Chubb. The Sunset Valley Line which has been the subject of many magazine articles is truly a wonderful piece of modelling. Bruce spends about 6 hours a day working on his layout. He also has a team of 30 who help keep this 5 level layout in working order. Anyone from the Convention could visit and drive a loco. The layout was open 12 hours a day throughout the time of the Convention.

In closing, I would like to thank the Membership for supporting my nomination as your Pacific Division Director.



NMRA Pacific District



John Droste- Model of an O Scale Water Tower

From the Librarian

New DVD's will soon be added to the regional library on a regular basis (as funding allows). I have already purchased several new titles such as:

LOGGING RAILROADS MODELLING THE PROTOTYPE (how to)

SANTA FE across the heartland

PHOTO MURAL BACKDROPS (how to)

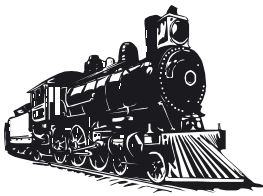
SANTA FE WARBONNETS through RATON PASS

PAINTING BACKDROPS by Greg Gray (how to)

These new titles and others will be added to the library as time permits . Plans for the future are a culling of some of the very old titles some going back many years transferred from old video tapes etc, which are very outdated and rarely borrowed. These will be taken out of the library cases which are carried to meetings by your librarian

and a couple of regular helpers. These DVD's will still be listed and will be available on request to the librarian Your input as to which titles you would like to see in the library will be appreciated and if enough interest is shown in a particular topic or title I will do what I can to acquire them.

Remember this is your library use it ,enjoy the titles and return them promptly in fairness to your fellow members,if you cannot get to the division meetings a simple e-mail with a list of your choices (and a few alternatives) in case you 1st choices are out on loan is all it takes. Hoping to hear from you soon Happy viewing
Paul Marrant Librarian



A TRAIN OF THOUGHT

By Ted Ward

Comments on the use and handling of superglue by Tom Boyd in the Winter edition of Mainline are appropriate and should be re-read. Safety applies to other glues, paints and solvents and it is timely to expand on this in order to reduce the effects of accidents. Tom, like all of us, has experienced a few spills and my grim experience has prompted the creation of the holders shown in the photo below. The bottle on the left originally held poly cement, not to be knocked over, in its present condition it holds CRC. As can be seen the holder retains the bottle securely. The next item is the dreaded superglue, the bottle is housed in a wooden safety ring to reduce the risk of spilling the contents. Both these items are kept in our domestic refrigerator which helps to extend the shelf life of these products. The two items on the right are tube holders which are made of a 38mm styrene tube and a short length of 50mm lightweight steel tube. The Styrene tube has a circle of laminate as a base and the steel base has been made using hole saws. The tube holders are considered necessary when using tubes of glue with the caps removed, as laying these down horizontally on the workbench with the lids removed would cause them to leak. The four holders have been in use for many years now and if each one has prevented a spill their existence is well justified.



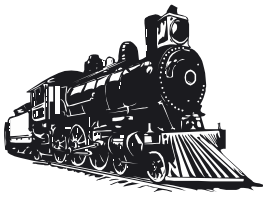
An open invitation to join us for the 11th Australian Narrow Gauge Convention in Melbourne, March 29th-31st, (Easter long weekend) 2013

- A weekend featuring a comprehensive programme of activities, including:
- clinics, workshops and demonstrations
 - the latest layouts and model displays (local and interstate)
 - trade stands from around Australia
 - model and photography competition
 - Saturday evening banquet and awards presentations

For further information, registration and regular updates,
please visit the Convention website
<http://cngg.org.au/ozngc2013>

To be hosted once again at
Carwatha College, 43-81 Browns Road, Noble Park North, Victoria
For enquiries or expressions of interest, please email: ozngconv2013@gmail.com





The NMRA Achievement Program

By Ken Scales MMR

The usual stumbling block to modellers getting into the AP program is knowing where and how to start. The AP Website is well set out but it is very large and may appear daunting to a beginner. However there are a few ways to simplify the process.

The easiest way to determine exactly what to do for each award is to read the forms on the internet on the AP section of the NMRA Website known as the, "Record and Validation Form". While the actual regulations may appear complex each of these forms describes in simple language exactly what you need to do to earn the award. They also set out what paperwork is required for each category. In some categories such as Dispatcher they are used to record what you have done to earn the award. There is an AP Manager and six assistants in our Region who you will find very helpful to get you started.

The first is to try to earn an award in something you are good at and find easy. This could be structures, motive power or cars. One of the stumbling blocks to the AP program has always been the high emphasis on scratch building. This has now become easier as points for scratch building were reduced from 25 to 15 some years ago. Motive power requires only one fully scratch built model, structures requires 6 and cars requires 4. However I would still recommend that you scratch build as many models as possible because of the 15 points for scratch building

The structure category requires us to build 12 models one of which must be a bridge or trestle. Only 6 of these need to earn 87.5 points. The other six are required to be good quality super detailed models. Six of them must be scratch built and six must be different which means we cannot build the same structure again and again. While this may sound difficult remember basic kits can be kitbashed and rebuilt as super detailed structures. One of the simplest techniques is joining three or four small kits together to make an industrial complex. These could even be old kits we have lying around. Super detailing can be added by a mixture of scratchbuilt items and parts purchased from hobby shops or even pirated from other kits. This structure can be one of the super detailed models that are not judged.

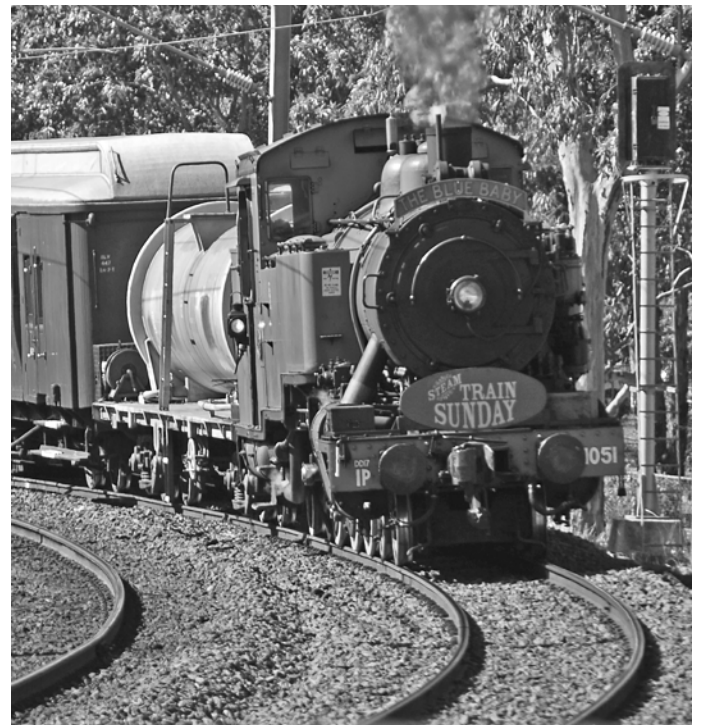
Remember that models for the AP can be on a layout. They do not have to be on a plain base like contest models. A good technique is to build models on a base so that you can work on them at a desk or bench and then scenic the base onto the layout.

An important point to consider for all categories is conformity. Use articles from model magazines to build models, which conform to prototype practice because points are awarded for this.

An excellent method of learning to scratch build is to first build a kit that consists of a bag of cut lumber and some plans. Try to start with a kit that is not too complex and has very good plans because they will be your learning guide. You will develop most of the construction skills necessary to scratch build by constructing this type of kit.

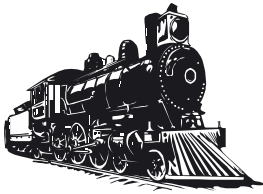
Many of these ideas can be applied to cars and locomotives. A loco can be diesel steam or electric. It can be a boxcab, industrial switcher or even a mine switcher. It has to be super detailed and one of the three has to be scratch built. However it does not have to be a hand built big-boy or shay. Only one car has to be a passenger car and this could be a simple excursion car.

The AP program is really a set of goals with a fixed standard to aim at. We can build the super detailed non-judged models first to improve our skills. By the time we get to the models that are going to be judged our skills will improve to the point where we can achieve the standard to earn the 87.5 points. If you have a go you may be surprised just how quickly your skills improve and how much more enjoyment you get out of the hobby.



Once a month Brisbane residents can enjoy a trip on the 'Steam Train Sunday' Tour. DD17 affectionately named The Blue Baby is seen here at Yeronga.

Photo: Robyn Taylor



ON THE SUBJECT OF RAIL CODES

By Ken Scales MMR

Ken helps us to get a better understanding of rail codes used in the hobby of Model Railroading

This article has been written to take some of the mystery about HO track types, sizes and codes of rail. The NMRA Standards are really the best source of information on these matters.

They contain all the exact measurements for rail and turnouts and in particular the measurements of frogs, flange ways and check rails. According to these Standards the following rail heights and weights apply to the codes of rail we use when modelling in HO Scale.

Code 100 rail represents 152 pound rail with a height of 8.7 inches

Code 83 rail represents 126 pound rail with a height of 7.1 inches

Code 75 rail represents 114 pound rail with a height of 6.5 inches

Code 70 rail represents 100 pound rail with a height of 6 inches

Code 55 rail represents 83 pound rail with a height of 4.7 inches

Code 40 rail represents 60 pound rail with a height of 3.5 inches

The weight of rail in the imperial system is measured in pounds per yard. The weight of rail is used by railway civil engineers to determine the strength of the rail and then maximum axle loads and speeds for that section of track. The weights and heights of rail for smaller and larger scales adjust according to the scale. I have a partly build World War 1 Military Layout which is 1:35 Scale and uses code 75 rail. This is adjusted to represent 45 pound rail with a rail height of 2.6 inches.

Many of the USA books we read show older light low horsepower diesels meandering along low wobbly light weight rail. However by 1965 in USA most new locos were producing around 3000 HP and many had only four axles. On top of this many USA locos were ballasted and were getting up towards 180 tons each. Consequently a 5 unit consist could weigh around 900 tons. Although the light rail may look nice you do not apply 15000 horsepower with 900 tons of locos on a continuous basis to light fragile rail, even in 1965. In Australia most locos were a lot lighter and most used 6 axle trucks so consequently rail was generally a lot lighter. The older Australian mainline diesels were usually just over 100 tons and developed around 1800 horsepower. The bigger later diesels such as the NSW 90 class diesel weighs 165 tons and produces 3838 horsepower while an 82 class weighs 132 tons and produces 3000 horsepower. Most of the newest Australian locos have six axles, weigh in around 134 tons and produce about 4200 horsepower. Steam engines produce a hammer blow action on rail and a whole different set of circumstances apply to steam but you still do not drive a 400 ton Big Boy at

speed on 40 pound rail. The moral of the story is to use a code of rail that represents what you are modelling.

For beginners the easiest type and code of track to lay seems to be Peco Code 83. The frogs and flange ways on this track are very well engineered and in particular suit the narrower wheels that are being fitted to much of the newer rolling stock and locos. The points are sprung and can route power to sidings. Both insulfrog and livefrog Peco points will work with either DCC or DC provided they are wired correctly. The same is true of Peco Code 100 and Peco Code 75 rail products. Most other brands of track such as Atlas and Micro Engineering give perfect running if laid and wired correctly. Even the much maligned Shinohara can be made to behave perfectly but the skill level required is much greater than that required for Peco.

Peco Code 83 track has slightly smaller sleepers which fix the rail with spikes and is very representative of USA mainlines in the late steam and early diesel eras. Peco Code 75 and Code 100 have wider sleepers and the rail is fixed with clips which is more representative of the modern era track. You can also hand lay track and points either using the Data from the NMRA Standards or jigs such as the Trackfast System. There are considerable cost savings using the Trackfast jig on large layouts to make a lot of points. However you need a separate jig for each size point. This system is ideal for experienced modellers but the jury is still out regarding inexperienced modellers building larger layouts with a lot of handmade points.

Most of the information above is general and meant to help those starting out so I am sure not everyone will agree with all of it. However it is very important to start with track you will be happy with in the future. I have built layouts using all types of Peco Track as well as Atlas and Shinohara. My personal favourite for HO is Peco Code 83 because it is easy to get, easy to lay and it just works. Many of us still use Peco Code 100 because we accumulate large amounts of track and points over many years of modelling. This means we have a large investment and when we build the next layout it is far more cost effective to reuse what we have. This also means you may be stuck with your original choice in years to come. It also saves a lot of time if you use a product you can buy over the counter at the nearby hobby shop. You simply buy what you need as you go. The internet may sometimes be cheaper but you cannot drive down to the internet on Saturday afternoon and get that extra No 6 Right hand point to finish the yard you have been building for six weeks.

TUPPER LAKE AND SOUTH JUNCTION RAILROAD

By John Diamond

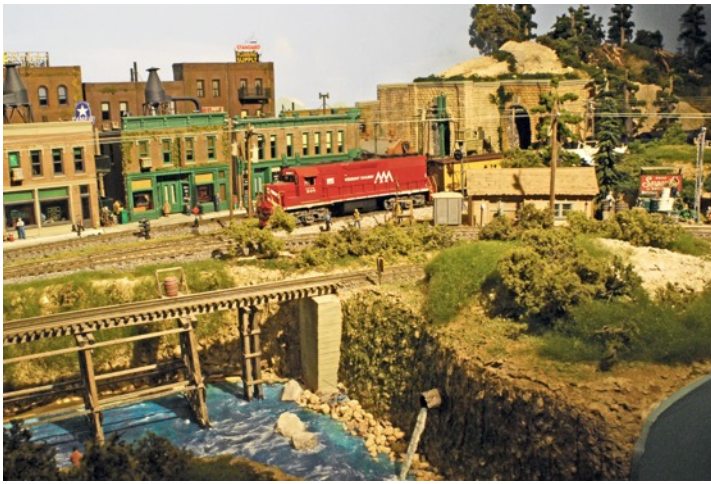
Come with us on a fascinating journey as we take a tour on the Tupper Lake and South Junction railroad...All Aboard!



Like most boys growing up in the thirties, trains and especially steam trains held a fascination for me. It was not till I reached the age of seven that my father bought me a train set for my birthday. Living in Australia the trains to buy were Hornby. It was O gauge and how well they ran. Running around a circle of track held my fascination for some time, however like so many boys other things were holding my interest like football, cricket, tennis and dare I say it, the fairer sex. It was not until my forties that my interest in trains was rekindled. After visiting a Liverpool Model Railroad exhibition the difference from my circle of track and O gauge locomotives to scale trains running through beautiful scenery was an eye opener. I then told my wife that I was going to build a model railway in a spare room she said “that’s nice dear” little realising that this hobby was to be ongoing from the seventies to the present day. Back in 2009, I took my family on a trip to the Adirondacks for a holiday, and found the Vermont Railway still running — this was to become my inspiration. The Tupper Lake and South Junction is the fourth layout I have built. The first two were built as a learning curve, using code 100 rail with the track plan in my head, not good for engine clearance and rolling stock. The third layout was planned for two levels and took ten years to complete. Because of the attention I gave to clearances and how the track as laid on code 70 rail it ran not like a Swiss watch but close to it. The change to DCC opened the door to a wonderful new way to run trains, and a much more simplified operational method.

In 2010 arthritis caught up with me and after a massive infection I saw my left leg carried out the door. I was determined that this set back would not stop me finishing this fourth layout of the Tupper Lake and South Junction. Luckily most of the wiring of turnouts and lights was already in place which meant that I could concentrate on the finer details and further animation. I must say getting under a layout that is 48 inches tall on one leg, is an interesting undertaking at the best of times. This layout is now seven years old and apart from adding animation and figures, it is getting close to the finishing line. I took a large number of photographs along the way and thought I would share a sample of them with the members. I would like to take the time to acknowledge two people whose brains I have picked over the years – John Saxon and Gerry Hopkins, who although they may not know it, they have provided much inspiration and help when needed.

A change of address saw the tearing down of a two level layout that was 10 years in the making. In its place is a new version of this railroad (version #3). I have saved most of the lumber, buildings and rail from the old layout, so the building of it went reasonable quickly. The setting for the railroad is still in the Adirondacks upstate New York. New York Central owns the rails and trackage rights are given to the Canadian Pacific, Delaware and Hudson, Vermont Railroad as well as my own railroad Tupper Lake and South Junction. Instead of two levels this railroad is on one, which has made building much quicker. Structures: Many structures were saved from the old layout most are craftsmen kits with a few scratch-built. I try to alter these kits as much as possible so they look different to the manufacturer’s intention. Electrical: My turnouts are powered by slow action switch machines and behave faultlessly. I have wired these to LEDs in the fascia as well as to two and three aspect signals. This is not block signalling but only shows the position of turnouts. Operation: I went to DCC some years ago and now run the railroad on NCE DCC. I wonder now why I hesitated from switching over from DC. We use car cards from Micro Mark and switch lists which I have found to be easy to follow as well as helping new operators.



Vermont railway GP 20 number 305 with a long freight passing the trestle bridge at Tupper Lake. The buildings in the background are Design Preservation Models, the trestle bridge in the foreground is scratch built. The river is a popular place for recreational anglers.



Majestic Hardware is a Bar mills Model Works Kit. Paradise Apartments is a Sierra West Models Kit and the vehicles are by Jordan. With the signal at green and the crossing flashers active it appears we won't have long to wait for the train.



Situated on a spur track at Southern Junction is an engine repair shop, from the Sierra West range. The trees are scratch built along with the bridge over the swamp. It's a typical night as the workers indulge in overtime to get a job completed for one of their customers.



Situated on a spur at South Junction the Sierra West kit of Engine parts business, Scotia Supply are still hard at it as the evening begins to fall.



Vermont railway P 20is just entering South Junction yard. This is the main yard for the Tupper Lake and South Junction, the interchange tracks here are well used. The impressive telephone wires are from Berkshire Junction.



New York Central Mikado number 1896 is seen here crossing the diamond at Lake Placid Station. The crossing gates are from MTH and the water tower and sand buildings are from the Campbell Kit range. Numerous attempts were needed to produce the hill to a satisfactory standard.

John's amazing photos have been taken using a Nikon Digital Camera



Delaware and Hudson RS12 number 5002 is about to enter the engine facility at lake Placid Yard. The train has just arrived from Chateaugay on the Canadian border. The flat buildings are DPM and the bridges are from Campbell's.



Two Atlas RS12's at the Lake Placid Yard. The buildings in the foreground house a two man inspection hand cart from Campbell's. The two workers are enjoying a well earned break as the local bird life hangs around on the pond waiting for bread scraps.



The tug boat 'Wendy' has just tied up at the wharf with a load of timber. The wharf is scratch built and the figures are from Preiser, the tug is a Langley Kit.



A busy corner where the sign business seems to be preparing to redo their own signage which is looking a bit tired. The yard is also a hive of activity getting all the wagons loaded and unloaded ready for the next shipment.

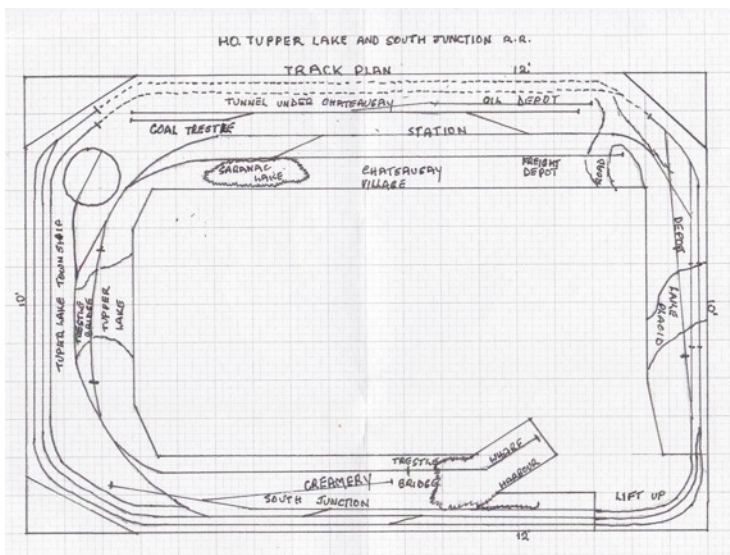


A stationary steam engine sits in the yard next to the sign shop and is being coaxed into action by it's restorers who are waiting patiently to see the old girl running again.



Engine Servicing on a spur at South Junction Yard. The model building at the front is from the Sierra West Models range with lights from Walthers. The footbridge over the swamp is scratch built.

Cut Off Date for Articles in the Summer Edition is 9th November 2012



Tupper Lake and South Junction Railroad Data

Scale: HO
Prototype: Freelance - Inspired by the New York Central
Locale: Adirondacks upstate New York
Era: Late 1930's early 1940's
Minimum Radius: 21"
Minimum Turnout: No.6
Bench Work: Open Grid
Height: 48"
Roadbed: Cork on Homasote on 1/2" Plywood
Track Code: 70 & 83 Flexitrack
Scenery: Plaster Gauze over cardboard web. Extensive use is made of ground goop.
Backdrop: Painted Masonite
Control: NCE DCC with tethered cabs and wireless.
Camera: Nikon D200 with a micro Nikkor 60mm Lens



Mikado's 1896 and 1898 are seen here double heading across the bridges at lake Clear Yard.

The bridges are by Campbell and the houses and factories are DPM which are quite heavily modified to fit the space available

AUSTRAL MODEL CRAFT

MODEL RAILWAY SPECIALISTS

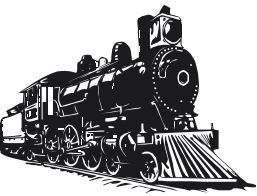
* ATHEARN * ATLAS * EXACTRAIL * CORNERSTONE * INTERMOUNTAIN *
 * KADEE * KATO * MICROTRAINS * NWSL * PECO * WALTHERS *

15-17 Fairland St Mt Gravatt East QLD 4122

Tuesday: 9.30am - 1.30pm
 Thursday: 4.00pm - 8.00pm
 Friday: 4.00pm - 8.00pm
 Saturday: 9.00am - 4.00pm

Phone (07) 3849 2655
Fax: (07) 3849 8664
email: austral@powerup.com.au

G - HO - N - Z - NARROW GAUGE



WEATHERING YOUR ROLLING STOCK

By Rod Tonkin

Division 4 exhibited for the first at the 2010 AMRA WA branch Perth Model Train Show. We didn't have a suitable layout to display so we decided to demonstrate modelling techniques. My favourite modelling technique is weathering so I was appointed our weathering demonstrator. Up till then I'd used PVA paints for weathering. The need to weather models over a three day exhibition was a challenge. I did not have sufficient un-weathered rolling stock to weather. If I used water colours for the show, I could weather models, wash off the weathering and repeat the process as required. The results were so effective I've changed over to water colours for all my rolling stock weathering.

Real trains get grubby. A combination of; engine exhaust wafting down on the train, dust thrown up from the road bed, dust from open wagon loads and windblown dust continuously envelopes prototype rolling stock. Add to this some rust, peeling paint and rain to blend it all together, produces the grimy locomotives and freight cars we see on today's trains. In the old days you may say things were better. Not so. I can remember as a young lad in the mid 1950's, travelling on the Northern Tablelands Express. The train leaving Sydney was a gleaming air conditioned RUB set hauled by a freshly scrubbed C38 class. On the return trip the train arriving at Central station was a decidedly grubby streamlined C38 leading a well travel stained RUB set. It was a tossup which was grubbier the 38 class or its crew. At least we were clean. The air conditioned RUB set cars saw to that. A ride in a non air conditioned train behind steam was a gritty affair.

The model in the hobby shop show case is clean and shiny. Place that model on your layout and the clean shiny finish looks out of place. Very few things in the real world look shiny at a distance. Weathering the model makes the difference. Weathering kills the gloss finish. Weathering makes that mass produced ready to run model yours, not Bachman's or Powerline's. I use weathering to accentuate the appearance of my rolling stock. My UP gas turbine looked awesome on the layout as delivered, except it was clean. A few washes of black highlighted the details on the locomotive roof and the top of the oil tender. Thin washes

of black streaked the locomotive and oil tender sides. The sides under the roof overhangs were treated with washes of black to highlight the details along the side walkways. Washes of road bed dust on the trucks and under frame completed the effect. Now UP 65 looked like it worked for a living.

No two prototype vehicles look exactly alike. Differing age, time since the last overhaul and type of service means members of the same class of vehicle all appear slightly different. You can reproduce this on your model railway by the way you weather your models. Weathering your rolling stock is a simple low cost project that is worth the effort. The first step is to determine what sort of dirt your trains ought to be covered in. The following table provides a range of some of the gunge that accumulates on prototype rolling stock.

The location of your layout, the traffic over it, motive power and ballast used determines the way you need to weather your rolling stock. My layout Martindale Creek is set in a sandstone area. Coal is the major open wagon traffic. The layout is set firmly in the diesel era. The track ballast is basalt. The table above shows me the weathering my rolling stock should carry due to operating in this environment. The top surfaces of my rolling stock should be weathered by a mixture of coal dust and diesel soot. The bogies and under frames should be weathered by dust from the basalt ballast. The whole vehicle should be coated with dust from the surrounding sandstone country side.

It is a good idea to weather your models in the same lighting conditions they will be operated in. "Martindale Creek" is outdoors in the car port. I usually operate Martindale Creek on weekend afternoons. To get the weathering effect correct for these lighting conditions, I weather my rolling stock under the same lighting conditions.

The colours I use are the earth colours; raw sienna, burnt sienna, raw umber, burnt umber and yellow ochre, plus black and white. I apply the water colour paint in thin washes. This allows me to build up the effect I am seeking. Water thinned water colour paint will not flow evenly over



Up 65 as delivered, in this clean state the detail on the long hood is difficult to see. The locomotive would not last long in this pristine condition once it had entered service.

plastic and painted surfaces. I have overcome this problem by adding a drop of dishwashing detergent to the water before thinning the paint. The detergent lowers the surface tension of the thinned paint so it flows over plastic and painted surfaces. I usually have two water containers handy. One with some detergent added for thinning the paint and for washing the already applied paint down the vehicle sides. The other one is clean water for washing brushes.

My pallet is a small piece of plywood. I squeeze out some of each colour needed to weather the model onto the pallet. Don't squeeze out too much, you only need a little paint to weather a HO scale model

My weathering studio is an old pizza baking tin. The model to be weathered is placed in the tin. The shallow pizza tin allows me access to the model to apply the weathering by brush. The shallow tin also catches any paint that runs off the model. The pizza tin allows me to work around the model by simply rotating the tin. This permits me to gradually build up the weathering effect without needing to handle the wet model.

The diluted water colour paint is added to the model in the same way nature adds dirt to prototype rolling stock. Diesel exhaust, coal dust and windblown dust are applied from the top down. Dust from the road bed is applied from the bottom up.

I weather the underframe first. The underframe is weathered by up ending the model and applying washes of thinned water colour paint to the underframe and bogies. (You need to keep the paint out of the coupler pockets and wheel bearings, to prevent later operational problems). After the road bed dirt is applied to the under frame and bogies and before the thinned water colour paint dries, the model is set on its wheels in the pizza tin. The roof and sides of the model are weathered next. A rather thick coat of locomotive exhaust is then applied to the roof and worked in around roof details like engine exhausts and radiators. Once the roof is weathered and before the water colour paint dries, "rain" streak the dirt on the roof down

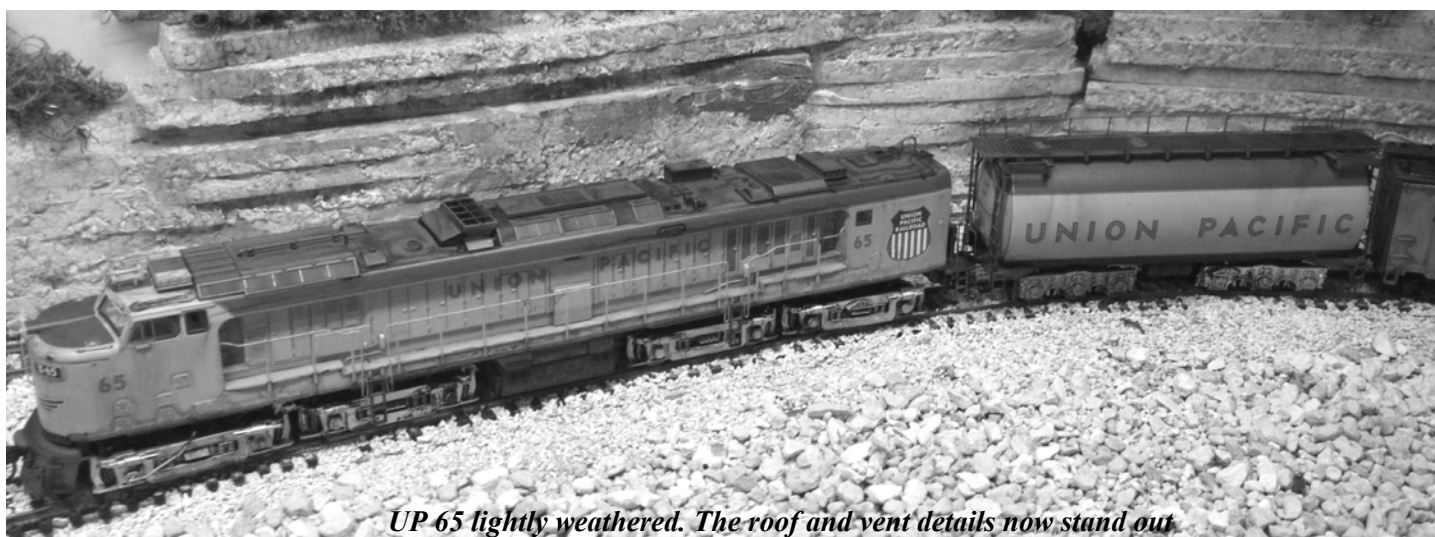
the vehicle sides. Brush the grunge on the roof down the sides with clean water to which a drop of detergent has been added. This gives the model a grubby roof and rain streaked sides. Washes of water with some detergent added blends the road bed dirt with the coal dust and diesel soot that the "rain" has streaked down the vehicle sides.

The model is left in the pizza tin studio to dry over night. This gives the paint time to dry especially in damp weather and avoids you fingerprinting your weathered model.

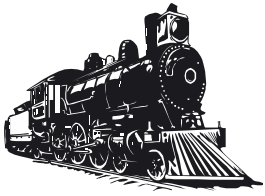
The result of your efforts is a working model of a real piece of rolling stock. Varying the effect from model to model gives your rolling stock the impression of a fleet of vehicles. Some just returned from overhaul to some desperately in need of overhaul.

Weathering your rolling stock is a good fill in activity between major projects. In terms of relaxing with model railways, weathering your rolling stock is about the best value for money and effort activity I have found.

Effect	Type	Colour	Location	
Locomotive exhaust	Coal smoke	Light grey to black	Roof and flat surfaces, rain streaked down ends	
	Diesel exhaust	Black		
Open wagon load dust	Coal	Brown to black		
	Iron Ore	Yellow to red to brown to black		
	Copper concentrate	Greenish black		
	Lead concentrate	Black		
	Zinc Concentrate	Brown		
	Bauxite	Reddish brown		
Road bed dust	Limestone	Grey		Bogies and under frames
	Basalt	Light grey to red brown		
	Copper smelter slag	Dark brown to black		



UP 65 lightly weathered. The roof and vent details now stand out



A SPECIAL AWARD

Sowerby Smith – *NMRA Fellow*



The National Board of Directors created a special award, NMRA FELLOW (FA), to be granted to those individuals in the NMRA “that have fostered the organisation and the hobby and have increased an advanced social interaction and the social benefits of the hobby”.

This award is only awarded to those individuals that have had a profound and ongoing impact on our organisation. Sowerby Smith is one such member.

Sowerby joined the NMRA and the Australasian Region in June 1986, 2 years after the launch of our region. Within 4 years of joining, Sowerby was elected as Vice President of the region, beginning a long and successful tenure as one of the leaders of our region. Sowerby succeeded to President three years later to lead our organisation for

the next four years after which he stepped down to again become VP, only to take over as President when the then President moved interstate. After the region incorporated, Sowerby also fulfilled the role of Public Officer. The Public Officer is the organisation’s legal representative for all government compliance and legal requirements. He returned to the region board as President in 2006. Sowerby “retired” from all official positions at the 2010 election.

During Sowersby’s involvement on the board, the membership grew from the low hundreds to well nearly 700.

Sowerby is also one of our iconic modellers, his layout, the South Shasta division of the Southern Pacific, http://www.nmra.org.au/Layout_Tours/Sowerby/index.html, has always been one of the highlights on every layout tour in Sydney. Sowerby has 4 Achievement Program (AP) awards; hopefully this retirement will allow him the time to get the other APs he needs for MMR.

As a professional photographer, he has conducted the photo contest at most AR events since he has joined the organisation. Some of his amazing photography can be seen at <http://www.sowerby.net.au/proofs/durangosilverton/>. His advice and guidance to the many members that have entered the photographic contests has been invaluable.

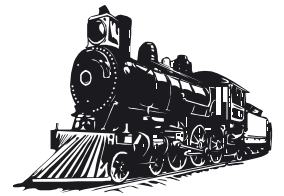
While many of his tasks have been high profile, much of his work for the organisation has been behind the scene. He has worked with each of the editors of *MainLine* and helped in the continuous improvements of our magazine. He, and wife Jenny, have packed and distributed the magazine for at least 20 years to my knowledge. Always working with limited resources, he achieved the delivery of each of the magazines.

He has been on most of the Sydney based conventions committees for the past twenty years, and has delivered clinics on many topics, from photography, to rolling-stock maintenance to digital control. In fact, Sowerby was one of our pioneers in DCC. He began using Hornby Zero 1 in the 70s, until the demise of the product.

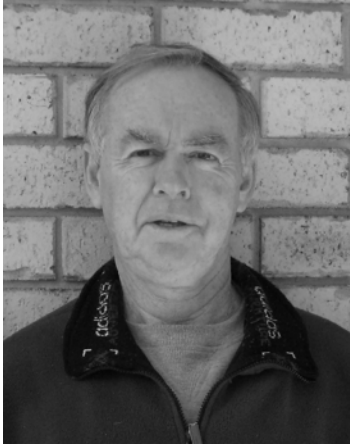
It was with great pleasure that John Saxon and I could present this prestigious award to Sowerby at the recent Annual General Meeting.

Peter Jensen and John Saxon HLM FA

INTRODUCING YOUR COMMITTEE



Ken Scales MMR President NMRA Australasian Region



I have been modelling seriously for about 30 years although my parents bought my first train and built me a small Hornby Dublo HO layout in 1951. I joined the NMRA in 1992 and I was awarded my MMR in 1997. I was a founding member of the Hills Model Railway Society and I am currently an honorary member of this association. I have also served as AP Chairperson, Member Representative and Regional Treasurer in the NMRA Australasian Region.

I am a retired manager who worked in Land Management and Computerised Mapping and now live on the north end of the Central Coast in NSW about 100 Kilometres north of Sydney. I was trained as a Survey Draftsperson and I worked in the fields of land subdivision, land titles, surveying, computer databases and geographical information systems.

I currently have three layouts. Two are HO and complete. The third which is currently under construction and almost finished is N Gauge. I also model in ON30, Hon3 and I have also started constructing a World War 1 military layout in 1:35th Scale.

Rowan Mangion Vice President



My name is Rowan Mangion & I live at Buff Point on the Central Coast NSW and have been an NMRA member since 2004. I model N.S.W.G.R. in HO and my main interest is in railway operations and prototypical layout construction. I am currently building a double deck layout of the Main South Line, Sydney to Junee, which is on the Regional website. I wish to attain my MMR and have my A.P. for Chief Dispatcher and I am presently working on AP's Civil, Electrical & Volunteer. I am a licensed electrician, working in the industry for 18 years; of late I have been working on the 1 to 1 scale Locomotives installing radios for a communications company.

I'm a Deputy Captain of a local Rural Fire Brigade and have been in the organisation for 18 years. I manage, plan and organise 45 crew members with 3 fire fighting appliances. As a member of the Central Coast Wednesday Night Group for 8 years and have gained a great deal of help and advice from the other members and I now feel that I would like to share my keen interest in modelling and my organisational skills with the Region. As a younger active member of the association I feel I can bring a different perspective on some issues that confront the organisation.

James (Jim) Wyatt Treasurer



I live in Faulconbridge (Blue Mountains) NSW and, with my son Sam, have been a member of the NMRA since 2005.

Sam and I model NSWGR 1930's era in HO. We are also members of the Zig Zag Railway Co-op.

My interest in trains goes back to having clockwork O Gauge trains as a young child. Having a Grandfather who was a Civil Design Engineer with NSWGR certainly helped to foster my interest. I also have an interest in live steam models.

From leaving school I worked for BHP for 28 years in engineering, personnel and IT and subsequently part time in my wife's consulting business. An exciting range of domestic duties occupy the rest of my time.

Paul Morant- Committee Member



I am a retired plumber/drainer I am married to Kay going on nearly 50 yrs we have 3 daughters who gave us 8 grandchildren. I have just completed my 1st 2 year term on the regional committee and have started my 2nd term as committee member. I am a great believer in the Awards Programme of which I have 4 of the required 7 for the MMR. my goal in the near future. For the past two and a half years I have been and still am the regional Librarian for which I have several plans in progress to hopefully improve your Library, giving you some better choices of titles etc. At the present we are actively involved in the organising of the 2012 National Convention of which I am the Registrar I am also a proud member of the CCWN a group of modellers who meet Wednesday nights mainly around the Central Coast N.S.W. I under take to assist where possible in the advancement of the NMRA AU, in the recruitment of new members, in spreading the many benefits I believe the NMRA has to offer, of which I personally have received.

Peter Burrows Committee Member



Peter has been a member of the NMRA for over 25 years first joining in the USA whilst working there in the early 80's, then joining the Australasian Region after returning home to Australia. He is a past President and Editor/Publisher of Mainline and models PRR Central Division and East Broad Top in Ho/Hon3.

For the past 15 years Peter has been a Director/General Manager in the IT Industry specialising in Telecommunications for the Finance Industry but a highlight was his role as GM Technology for the Sydney Olympic Games. During these years his involvement in the hobby has been limited due to heavy work commitments but a recent illness has forced Peter into retirement.

The upside to retirement is having more time for the hobby and to (once again) contribute something to our great association. He is a firm believer in the mixing of old heads and young heads to get the most out of a committee and believes this ARC is well placed to build on the excellent work of predecessors.

Graham Young Committee Member



I have been interested in model trains since the early fifty's but it was many years later before I had either time or space to become seriously involved. I started building a layout in the eighty's and was able to acquire rolling stock to run. In 1998 we moved from Sydney to the Sunshine Coast and it was another couple of years before rebuilding of a layout commenced.

It was at that time I joined the Caloundra & District Model Rail Club and became involved with their display layout at the Sale Days and became President of the Club a few years later. I still hold that position. My purpose in joining the NMRA-AR Committee was to provide Queensland with a voice at the National level and to try and achieve better communication for members along the way.



John Hunter HO Scale New York Central No. 4000

DIVISION CALENDAR

QUEENSLAND- DIVISION 1

FOR DETAILS MARTYN JENKINS (07)5563 7554

Meetings start at 1.30pm unless shown otherwise.

September 15: Mike Crjanin

October 20: Martyn Jenkins 10.30am Lunch

November 17: Bob Brown 10.30am Lunch

December 15: Christmas Party

ACT- DIVISION 2

FOR DETAILS VIV BRICE div2super@nmra.org.au

Meetings start at 2.00pm

Sept. 7/8/9/10: Region Convention Niagra Park

September 22: John Gillies

October 20: Dave Mitchell

November 17: Charlie Dearling

December 8: Wal Pywell

VICTORIA- DIVISION 3 Meetings start at 2.00PM

September 23: Bob and Myra Thornton

October 21: Laurie & Rosemary Green

December 2: Grant McAdam

WESTERN AUSTRALIA- DIVISION 4

FOR DETAILS ALAN BURROUGH (08) 9364 6527

Meetings start at 1.30pm unless shown otherwise.

September 30: Bob Kollwyn

October 28: Allen Perry

November 25; Garth Ceaser

December 30: Peter Scarfe

NEW ZEALAND- DIVISION 5

FOR DETAILS Kelvin Sherson (04) 234 8557

SOUTH AUSTRALIA- DIVISION 6

FOR DETAILS PETER JACKSON (08) 8339 3922

Meetings start at 1.30pm unless shown otherwise.

September 23: DECCA SIG - Derek Stubbs

October 6: Ian Wade

October 28: DECCA SIG- Noarlunga Club Visit

November 25: DECCA SIG- Christmas Party Ray Applebee

December 1: Christmas Party Ray Brownbill

SYDNEY - DIVISION 7

FOR DETAILS ERIK BENNETT (02) 9997 7971

Meetings start at 2.00pm unless shown otherwise.

September 7/8/9/10: Region Convention Niagra Park

October 13: Phil Collins

November 10: Rowan Mangion

December TBA

NORTHERN RIVERS- DIVISION 8

FOR DETAILS JOHN SKINNER (02) 6652 2919

Meetings start at 2.00pm unless shown otherwise.

MID NORTH COAST- DIVISION 9

FOR DETAILS MIKE BARTLETT (02) 6553 6227

Meetings start at 2.00pm unless shown otherwise.



Richard Grinyer's On30 Work Train

Please support our advertisers

AUSTRALASIAN DIVISION REPORTS

Division 3 Report by Rod Hutchinson

June 2012

The meeting was held at the home of John and Lynn Cracknel, and the Dingo Crossing Railway. Dingo Crossing is HO layout with an Australian theme. Built to standard gauge it carries a variety of liveries from around the country. 16 members and guests enjoyed the camaraderie of model railways. People came from as far afield as Warrnambool in the west and Mooroolbark to the east. A few items were presented for display; most notable were John Droste Water tower and Transfer Depot in O scale, & Laurie Green On30 Oil tanker by the San Juan Car Co. Reading material was again on offer for those who wish to spend time in the armchair.

July 2012

John and Lynn Hunter sponsored the June meeting at their home in Stawell, about 235km from Melbourne on the Western Highway heading towards Adelaide. The meeting coincided with the Stawell Model Railway Exhibition hosted by the Grampian Model Railroaders. This meeting included Saturday evening dinner and 22 members and guest arrived at the Hunters' to savour the fine cuisine on offer. For most attendees the visit to Stawell included 2-3 nights' accommodation as attendees of the Stawell Exhibition.

John Hunter and Laurie Green, are principals of the Outback Model Company, and the meeting was a chance to view 1st hand the company's laser cutting machine used to build their fine O and HO structure kits. John demonstrated the machine and all attendees were in awe of the accuracy, but co-incidentally the time it takes to cut complex patterns. John is well known for his structures and the visit to his home was a chance to view his collection of models built over the years. A few models were presented for display; however most modelling was seen at the Stawell Exhibition. A fantastic night was had by all with a full weekend of model railroading for all travellers who were warmly welcomed at the Hunter home. 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.

Division 6 Report by Peter Jackson

Members met at the Wright residence on Saturday, 4 August. The Division 6 Super gave a brief update on local and national NMRA business matters. Our host, Max Wright, gave a very interesting sound demonstration using small speakers in HO locos. The stand-out performer for its size was the LS10x15 mm cube speaker – see http://mrsonline.net/html/sml-scale_accessories.html for details. Ian Wade showed us some beautifully crafted signal gantries using 3mm coloured LED's. David Orr proudly displayed his On30 2-6-0 Christmas loco which now housed his first ever Tsunami decoder and speaker installation. Bob Bevan is busy building container loads from printed card material whilst planning his new HO layout to go with the new home that Bev and he are presently building. Ray Brownbill explained the changes he's making to his waybill cards and the improvement he hopes to get for operating sessions on his Wild Creek Railroad. Peter Jackson brought his new Reid River Meats building in 'O' scale and showed how he'd conceived and built this structure. A highlight of the meeting was the presentation to Max by Ray (AP Assistant Manager for SA) of three AP Certificates for Scenery, Civil and Electrical Engineering – congratulations, Max. We enjoyed a memorable afternoon tea (thanks to Wendy Wright) and then proceeded to view developments on Max's Nickel Plate Road layout.

DECCA SIG - NMRA Division 6

A group of people interested in DCC developments has operated in South Australia since 1995 – see <http://www.decca.net.au/about.html>. The group was called 'Digital Experimental Command Control of Australia' and was an incorporated association. Many of the members were also members of the NMRA and other local model railway clubs. Recently DECCA Inc decided to close and investigated formally associating with the NMRA Inc. Members met and resolved to do so effective 30 June 2012 and steps have been taken to de-register the 'old' DECCA Inc which has now become a SIG of the NMRA. All DECCA SIG members are now members of the NMRA.

The DECCA SIG will meet every second month with its continued focus on all matters DCC and general NMRA meetings will continue on the alternate months. This means that we'll have an NMRA meeting every month in South Australia – a good outcome – and more members overall.

The most recent DECCA SIG meeting was held at the home of James Tate where members focused on planning and future activities.

**Deadline for Division News and Articles for the Summer Edition
9th November 2012**

DIVISION 3 PHOTO GALLERY

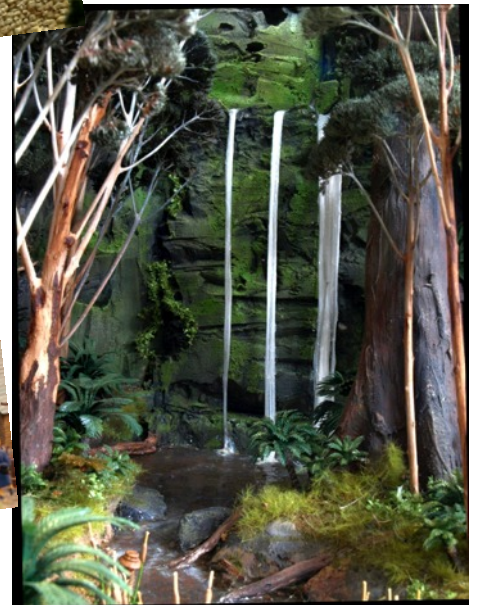


John Hunter's O Scale Diorama's



Outback Models Laser Cutter

Sunbury MRC Settle and Carlisle



Dan Pickard's Splitters Gorge Diorama



DIVISION 6 PHOTO GALLERY



Max Wright receives his AP awards

DIVISION 1 PHOTO GALLERY



An interested crew at the Logan and District Model Railway Club



James Lampard receives his Golden Spike Award

DIVISION 4 PHOTO GALLERY



Peter assembling kits during the show



Alan holding our certificate of appreciation from AMRA

Rod Hutchinson Photo © 2012



AUSTRALASIAN DIVISION REPORTS

Div 1 Report By Martyn Jenkins

May Brisbane Train Show: The AMRA Brisbane model Train Show was held on the Labour Day long weekend. It was good to see a large turnout of NMRA members attending and exhibiting. The modular SIG was present with the Wayne Branch layout. This is the last time the Brisbane Model Train Show will be held at the RNA Showgrounds, bringing an end to an era. Next year's show will be held in Doomben Racecourse on three levels should make loading in and out interesting. The change in venue has been driven by the RNA management slowly eroding AMRA's profits from the show.

June NMRA DIV1 Train Show: Our very own train show was held at the Mount Gravatt Show Grounds on the weekend of 19/20th May. Eddie Stavleu tended this report for us and was disappointed with the results. The visitation was only 60% of last year's so from that point of view as Eddie states, "It was a disaster".

Eddie would like to express his thanks for the help he received, especially selling raffle tickets at the door and about 300 of these were sold. Regardless, he said that more help before and on the show days would have made things better.

Charles Clark adds that there was a dinner for exhibitors and that was organised by Mike Crnjanin, for which we are grateful. It was well attended and a good evening was had by those who attended. There will be a post mortem and no doubt some worthy suggestions will be made for future exhibitions.

Recent Absence: Our Division runs fairly well normally but no one could have foreseen our recent misfortunes. Firstly Paul Skehan, the co-ordinator of our public face – the module group, sadly suffered a house fire. Fortunately Paul, Margaret and family got out to safety, but their cars, much of Paul's MR equipment and quite a lot of the house were either destroyed or badly damaged. This included a lot of the gear for running our modules.

Then Bob Cuffe went down with a collapsed lung and pneumonia and was rushed to hospital. Bob is on the way to recovery now but it will take a few more weeks yet. On the weekend of our NMRA Train Show Bob Brown's aged mother, had a heavy fall at home so much of Bob's attention was taken up with tending to his mother's needs.

Barry Turner caught the 'flu and was present at the Show but was somewhat weakened by the experience and unable to load his module. Because of these calamities we decided to forgo the Toowoomba Show even though it is very high on our "Most Enjoyable Weekends with Each Other" list. What all of that experience does, is give warning that our ability to be on public display and to promote this hobby, is limited when catastrophes occur.

June Toowoomba Train Show: A number of Div1 NMRA members attended the annual model train show hosted by the Darling Downs Model Train Club in Toowoomba. As per last year this was at the beginning of June. The DDMRC as per usual put on a fine example of a large regional train show which I believe is nearly as big as Brisbane. The NMRA Div1 awards a prize for the best layout as judged by the NMRA judging requirements. This year's judges were Anatol Zukiwskyj, Roc Wall & Mervyn Powell. The winner was "Splitters Swamp Creek" by Geoff & Darren. The perpetual plaque was awarded at the show and was proudly on display on the Sunday.

July Meeting Logan District Model Railway Club: Our meeting for this month was scheduled to be at the residence of Ken Leitch. We had to reschedule our July meeting from Ken's as he had some unplanned travel to Melbourne and other places and would not be back in Queensland in time for the meeting. At the Toowoomba model Train Show the Logan club offered to host the meeting at their clubrooms. The Logan District MRC clubrooms are based in an old scout hall which has been expanded. The clubrooms house a large analogue HO/OO layout and a DCC N scale layout with plenty of room to work on their exhibition layout and other projects.

Approx 45-50 NMRA Div1 members were in attendance and were thoroughly entertained. The show & tell table was again full and some interesting items were on display. We had an AP Author certificate awarded to Robyn Taylor by Laurie Mclean MMR and a Golden Spike was awarded to James Lampard. Many Thanks to John Love and the Logan & District MRC for their hospitality.

Division 4 Report

A small group of members and visitors gathered at Frank Godde's in late May to inspect our display and finalise the roster for the forthcoming AMRA WA Branch Model train Show.

We helped Frank set up the display on the day before the show. This show was the first outing of our new banner. The photo shows our stand before the press of show visitors surrounded it. We displayed Frank's Swamp module and a low level 45 mm gauge narrow gauge loop. The combination of scales and display heights suited the little kids and the slightly larger kids at heart. At an adjoining table over the weekend Frank built trees, Peter assembled structure kits and Rod weathered rolling stock with water colours while we talked to visitors to the show in between scouring the trader's stands at the show for bargains. In addition to our NMRA activities Peter and Rod were judges for AMRA's layout competitions. The show was a huge success with over 21,000 visitors. The feature in AMRA WA's bi monthly magazine Branchline includes a photo of Frank's "Swamp" module on our display.

Six members gathered at Les Hodson's in late June to inspect progress on Les's layout and sample the results of Les's wife's cooking. Bring and show displayed our purchases at the recent model train show. Our divisional Superintendent was presented with our certificate of appreciation from AMRA WA for our support of the model train show.

Our July meeting was at Phil Knife's. We welcomed Alex a visitor from division seven to our meeting. The major discussion point was our display for next year's AMRA show. At this stage we'll display our modules.

Phil and Kathy are moving to Denman for a few years. Phil's in complete HO scale layout is being relocated to Bob Kollwyn's. Bob will continue the development of the layout. We were able to see Phil's newly scratch built Sn3.5 WAGR R class 4-4-2 in operation. Phil and Kathy's new home is a little too far from Perth for Phil to continue as the Achievement Program representative for Division four. Frank Godde MMR has graciously agreed to take on the role of Achievement Program representative for Division four. Phil's final task as representative for the Achievement Program was to present Rod Tonkin with his Golden Spike award.



Geoff Horne and Richard Briggs proudly display their AP certificates

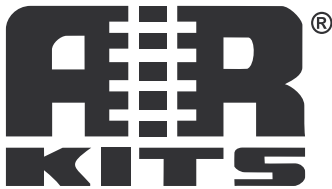


Trans-Australian Railway Centenary Train: Friday 14 September marked 100 years since Governor General Lord Denman turned the first sod to build the Trans-Australian Railway Line in Port Augusta. A special VIP train organized by the Australasian Railway Association travelled from Adelaide to Port Augusta on Friday September 14th for the commemoration and consisted of new locomotives from Pacific National, SCT Logistics, Genesee & Wyoming, QR National and Chicago Freight Leasing Company Australia with passenger carriages for invited guests being supplied by Great Southern Railway. The loco's were 9305 (PN), 6022 (QRN), CSR 004 (SCT), G 512 (CFCLA), GWU 006 (GWA) & NR 18 (PN)

William Cameron photographed the train as it passed through suburban Kilburn on it's journey North.



Laurie Green- Outback Models prototype



ABN 27 416 246 418

**Non Deposit Orders
taken for any out
of stock items**



Australian Railway Kits

P O Box 252, Warwick Qld 4370

Phone / Fax 07 4667 1351

Incorporating Main West Models

Direct Only

10 Pack Specials

Buy 9 of any 1 kit Get 10th kit Free

This applies only to AR Kits injection moulded range

The most comprehensive range of rolling stock kits and ready to run models made in Australia.

Range Includes:

- Louvered Vans
- Gravity & Pneumatic Dischargeoppers
- General & Container Flat Wagons
- Open Wagons & Ballast Wagons
- 45 Class Locomotive RTR & kit

www.arkits.com

secure shopping cart available

Other Items Include:

- 12 Variants of popular NSW Bogies
- Comprehensive Range of Disc & Spoked Wheels
- World Renowned Flush Glaze Windows
- Screws & Associated Modelling Tools
- Detail Parts, Decals plus increasing range of Main West Models kits

Check our website for an updated list of our products



WHAT TO DO IF YOU ARE HEADING INTERSTATE FOR A WHILE

By Alex

One of the great things about being a member of the NMRA is the fact that it is an international organisation, and that within Australia it has a presence in all states.

A little while ago, due to circumstances beyond my control, I had reason to temporarily (hopefully) move interstate to the wonderful city of Perth, that's Perth WA, not Perth Scotland, I didn't move that far away:-), for me that was a move from the East coast way over to the West coast. One of the magazines I bought with me was the latest issue of Mainline, which has the meeting schedule and contact details for the various divisions, thus suitably armed I made a phone call to the Division 4 superintendent, one Alan Burrough, I introduced myself and explained my circumstances and then enquired whether I could attend the next meeting, and if OK when and where the next meeting was to be held, Alan explained it was to be held at the residence of Phil Knife who is an MMR (1st in Australia I have since found out) and who is in the middle of moving, I asked if it was near public transport as I did not bring a car with me at which point Alan graciously offered to pick me up from the local railway station.

So on the day I made my way from where I am staying to the local railway station and then proceeded to the railway station near Phil's place and Alan was there waiting for me, we introduced each other and then proceeded to Phil's place for the local meeting. Upon arrival Alan introduced me to the host of the July Meeting, Phil Knife and one of the other local modellers, Frank who was there at the time helping Phil get ready for the meeting, Phil made me feel very welcome and showed me over his layout, which



unfortunately was in the process of being dismantled in preparation for Phil's move (I understand it has found a good home locally). Alan then introduced me to each member as they arrived. Whilst waiting for the

meeting to begin I admired one of Phil's scratchbuilt model steam engines (an Sn3 1/2) model of a West Australian R class, Phil explained that the model was mainly built from Styrene with Nickel Silver frames and a brass boiler, and I must say he's made a fabulous job of it. The meeting then began and followed a similar format to the Div 7 meetings I have attended in NSW.

During the meeting the members discussed various items of interest, including their aims for the next AMRA exhibition which is to be held on the WA June long weekend at the Perth showgrounds (I think it's the 1st weekend in June and as it seems to not clash with the Eastern States June long weekend there's no reason not to attend :-)) and there was some good natured banter amongst the members, especially amongst Frank and Garth which helped to make the meeting fun. At the meeting Rod Tonkin was presented with his Golden Spike award, no doubt one of many to come his way.

The meeting was then called to a close and afternoon refreshments were served (thank you Kathy - Phil's better half). After the meeting finished Alan drove me back to the station where I caught the next train home, all in all a really nice time, it was nice to meet some of the local modellers, and to the guys that where there thank you for making me feel welcome and I look forward to attending some more of the Div 4 meetings in the future.

So there you go, if you happen to be away from home look up the local division of the NMRA and get yourself along to a meeting or two.



Left: Rod Tonkin receives his AP Award

Far Left: Phil Knife's Sn3.5 WAGR R Class loco

John Baker, the passing of a true friend of the NMRA



I first met John shortly after he joined the NMRA in February 1987 when he attended one of the regular Saturday afternoon meetings of the new Australasian Region. He had recently lost his wife and knew that by getting himself involved with a group of fellow model railway folk just maybe it would help him to just get through his loss.

Shirley MackMicking and my wife Toni took him under their wing and gradually encouraged him to get involved. He did this and it was not long before he was hosting a Saturday afternoon meeting himself at his Kellyville mushroom farm. This was a surprise to us all as amongst the many small building on the farm was the beginnings of an eventual model railroad empire. Subsequently the major part of the farm was sold to developers but John and family retained a number of acres that allowed John the availability of three adjoining single garages in which he developed his extensive layout. John loved long passenger trains, big engines, the Southern Pacific, Union Pacific and Santa Fe. He continued to buy and construct and it was not long before he had filled the inter-

connected garages with track, structures, cars and locomotives. He went on to embrace DCC and Sound and before long was organising operating sessions with a group of local NMRA friends.

John also went on to host many more of our popular NMRA monthly Saturday afternoon get-together's and always attracted large groups of our local members who enjoyed delightful afternoon teas kindly provided by his daughters Julie and Trish. He was proud of his railway and his collection and was always pleased to be invited to show his trains to interstate and overseas visitors. He encouraged a large modular group to use one of the farm sheds to set up their large modular layout that was popular for many years. John will also be long remembered by the ladies in our Division for the single rose he arranged to be presented to each of them that attended our Christmas luncheons.



Unfortunately John recently developed a series of health challenges in recent years that caused him several stays in hospital and lengthy convalescence. However he always retained his interests in model railroading and continued to attend and host regular meetings of his Thursday afternoons group. On 16 August his family put on a party for his 87th birthday that was attended mainly by his local friends. We were both honoured to attend and although he was obviously failing he obviously enjoyed the company. A few days later the family got together around him to celebrate Father's Day which he told his daughter Julie that night that he had one of the happiest days of his life.

John passed away suddenly early the next morning. His funeral was held on 11 September in Castle Hill and was very well attended by his family, his many NMRA friends and by many others he had been friends with over the years. Newly elected NMRA Pacific director Mike Bartlett addressed the gathering to offer condolences to the family on behalf of the NMRA. John Baker will be greatly missed by all.

John Saxon.



RETAIL DIRECTORY

Anton's Trains Order Service

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

Mountain Blue Miniatures

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

Gwydir Valley Models

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

The N Scaler - N Scale by Mail

PO Box 254 Rydalmere NSW 1701
Ph/Fax: (02) 9832 8913
Email: kerr43@ozemail.com.au
www.ozemail.com.au/-kerr43/nscaler.html

Austral Modelcraft

15 Fairland St Mt Gravatt East Qld 4122
Phone: (07) 3849 2655

The Railcar

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

Casula Hobbies

62 Moore St Liverpool NSW 2170
Phone: (02) 9602 8640
Email: casulahobbies@casulahobbies.com.au
www.casulahobbies.com.au

End of the Line Hobbies

74 Ocean St Victor Harbour SA 5211
Phone: (08) 8552 7900
Email: shop@endofthelinehobbies.com.au
www.endofthelinehobbies.com.au

Woodpecker Model Railways

8 Joyce St Pendle Hill NSW 2145
Phone: (02) 96363855
Email: wmr@zeta.org.au

GR Decals

PO Box 1251 Cleveland Qld 4163
Email: grdecals2@bigpond.com
www.grdecals.com.au

AR Kits

P O Box 252 Warwick Qld 4370
Email: info@arkits.com
www.arkits.com

Rail Modeller Australia

Phone 0438 055 339
Email: robyn@rail-modeller-australia.com.au
www.rail-modeller-australia.com.au

ARHS NSW Bookshop

67 Renwick St Redfern NSW 2016
Phone: 9699 4595
www.arhsnsw.com.au

Berg's Hobbies

181 Church Rd Parramatta NSW 2150
Phone: (02) 9635 8618
Email: mail@bergshobbies.com
www.bergshobbies.com

Timesaver Layouts

25 Graham St, Glendale NSW 2285
Phone: 4954 7632
Email: timesaverlayouts@bigpond.com
www.timesaverlayouts.com

Bob's Models and Hobbies

1001 Victoria Rd West Ryde NSW 2114
Phone: (02) 9809 0530
Email:

Vic Barnes Cycle & Model Train Centre

213 Lambton Rd. New Lambton NSW 2305
Phone: (02) 4952 1886

Fine Art Model Trains

Phone: Phil 0408 975 522
Email: info@fineartmodeltrains.com.au
www.fineartmodeltrains.com

Junction Models

Shop5/449 Main North Rd Enfield SA 5085

Phone: (08) 8349 7464

www.junctionmodels.com.au

Model Railroad Craftsman

Shop2 64-70 Main St Blacktown NSW 2148

Email: sales@mrrc.com.au

www.mrrc.com.au

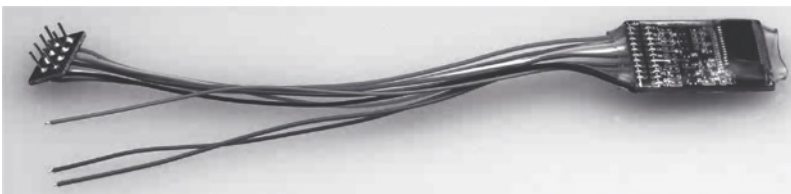


John Hunter's O Scale Truck
Photo: Rod Hutchinson

TIMESAVER LAYOUTS

QUALITY MODEL RAILWAY PRODUCTS

New Products Arriving At All Times



*LocoCruiser 5 Function
Decoder With 8 pin plug
or 21 pin socket*

\$29.00

'O' Scale PCB Strips

AVAILABLE NOW!!

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

NOW IN PRODUCTION

'LocoCruiser'

**"ANE" 5 FUNCTION
DECODER**

NOW AVAILABLE

Great Performance

*"N Scale" Decoder due
July 2012*

www.timesaverlayouts.com
timesaverlayouts1@bigpond.com
0437413427 - 0418543409
02 49547632

AUSTRALASIAN REGION DIRECTORY

www.nmra.org.au - NMRA Inc. 27 Whitehaven Drive, Lakelands NSW 2282

REGIONAL COMMITTEE

President	Ken Scales MMR	(02) 4390 8110	president@nmra.org.au
Vice President	Rowan Mangion	0416 113 588	vicepresident@nmra.org.au
Secretary	Kelly Loyd	(02) 4956 5793	secretary@nmra.org.au
Treasurer	James Wyatt	(02) 47511596	treasurer@nmra.org.au
Pacific District Director	Mike Bartlett	(02) 6553 6227	director@nmra.org.au
Public Officer	Sowerby Smith	(02) 9411 5726	publicofficer@nmra.org.au
Member	Graham Young	(07) 5479 0339	graham@nmra.org.au
Member	Peter Burrows	(02) 4329 2541	peter@nmra.org.au
Member	Paul Morant	(02) 4959 6683	paul@nmra.org.au

SUPERINTENDENTS

Division 1 QLD	Martyn Jenkins	0407 637 607	div1sup@nmra.org.au
Division 2 ACT	Viv Brice	(02) 6254 8204	div2sup@nmra.org.au
Division 3 VIC/TAS	Grant McAdam	(03) 9578 8685	div3sup@nmra.org.au
Division 4 WA	Alan Burrough	(08) 9364 6527	div4sup@nmra.org.au
Division 5 New Zealand	Kelvin Sherson	(04) 234 8577	div5sup@nmra.org.au
Division 6 SA	Peter Jackson	(08) 8339 3922	div6sup@nmra.org.au
Division 7 NSW	Gerry Hopkins MMR	(02) 4329 0242	div7sup@nmra.org.au
Division 8 Nth Rivers	John Skinner	(02) 6652 2919	div8sup@nmra.org.au
Division 9 Mid Nth Coast	Mike Bartlett	(02) 6553 6227	div9sup@nmra.org.au
Taiwan TSD	Ivan Yih		ivan_yih@anemodel.com

REGIONAL VOLUNTEERS

A.P. Manager	Gerry Hopkins MMR	(02) 4329 0242	ap@nmra.org.au
A.P. Asst. Mgr VIC	Laurie Green MMR	(03) 9744 5188	apvicevic@nmra.org.au
A.P. Asst. Mgr SA	Ray Brownbill	(08) 8389 1045	apvicesa@nmra.org.au
A.P. Asst. Mgr QLD nth	Graham Emery	(07) 3409 4784	apviceqlnth@nmra.org.au
A.P. Asst. Mgr QLD Sth	Laurie McLean MMR	(07) 5471 0212	apviceqldsth@nmra.org.au
A.P. Asst. Mgr WA	Phil Knife MMR	(08) 9459 4506	apvicewa@nmra.org.au
A.P. Asst. Mgr ACT	John Prattis	(02) 6291 7898	apviceact@nmra.org.au
A.P. Asst. Mgr NZ	Allen Hare	(04) 528 0210	cobain51@xtra.co.nz
Librarian	Paul Marrant	(02) 4959 6683	librarian@nmra.org.au
Contest Chairman	Gerry Hopkins MMR	(02) 4329 0242	contest@nmra.org.au
Editor-MainLine	Robyn Taylor	(07) 3278 6005	editor@nmra.org.au
Web Master	Wayne Eagle	(02) 9627 9892	webmaster@nmra.org.au
Web Updates	Gerry Hopkins MMR	(02) 4329 0242	updates@nmra.org.au
Education Chairman	Gerry Hopkins MMR	(02) 4329 0242	education@nmra.org.au
Membership	Denise Bennett	(02) 9997 7971	membership@nmra.org.au

33 KananookAve Bayview NSW 2104

Please support our advertisers



Saulena's Tavern is a favourite watering hole on John Diamonds extensive Tupper Lake and South Junction Railroad. This exquisite night shot was photographed by John one evening when the tavern was in full swing.



For the discerning Model Builder™

GR DECALS

MANUFACTURERS AND SUPPLIERS OF
HIGH QUALITY SCREEN PRINTED
MODEL DECALS SINCE 1975



NEW!
SELF ADHESIVE
HO SCALE
VENETIANS
FOR COACHES

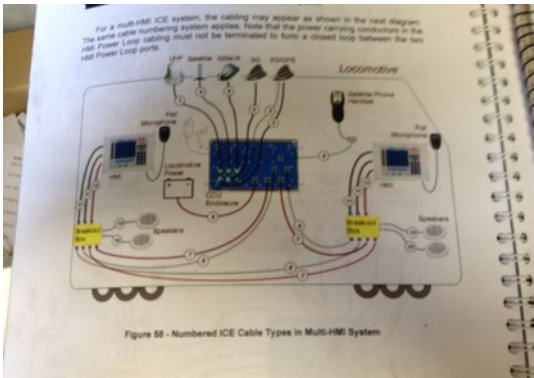
www.grdecals.com.au





Laurie Green's Scratchbuilt Assay Office

PHOTO FILE



From the Camera of Rowan Mangion

