

MainLine

National Model Railroad Association Australasian Region

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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.

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Cover Photo

A busy scene on John Diamond's Tupper Lake and South Junction Railroad.

Photo: John Diamond

FROM THE EDITOR

Robyn Taylor

There are so many things happening within the association at the moment that it almost seems hard to keep up with it. These things are moving forward thanks to the efforts of those who volunteer their time and resources to help the association and to promote the hobby generally. We tend to take it for granted that we have members who offer to host meetings, deal with the administrative and financial side of the association as well as the small band of volunteers that help me to put this magazine together and the organisers who work so hard to host our conventions and then there is our website, member services and library, the list seems almost endless. Without the efforts of that small band of volunteers our association would not exist and we would not enjoy the benefits that we currently have available to us. Perhaps we need to take the time to say thank you to the selfless individuals who dedicate so much of their valuable time and resources to this association and where possible offer assistance to make their job easier and support the work of the association.

This issue will see the start of a new regular column titled 'On the Web' which will highlight some of the interesting websites that we have found leading up to the publication of each issue. The sites we will offer are generally those that are suited to research of particular subjects that would be of interest to Railroad Modellers. I hope you find these sites of interest and look forward to receiving other suggested sites to include in each issue.

I hope you enjoy this issue of MainLine and I would like to thank the members who have contributed material.

Until next time,
Keep on Training



Tramway Parade on Ro Ramsay's Ramsden Layout Photo: Bill Cox

The Region Convention will be held in Canberra on 21st and 22nd September. I believe this will be a really great event. As well as the Convention there are many things to see and do in Canberra and most are free. It will be an opportunity to see a few different layouts in a location with few traffic jams and very good roads. It will only be a great event if we all support it and the costs have been kept as low as possible to encourage people to attend.

The local Australian Regional Committee has been involved with the development of a Strategic Plan for the whole of the NMRA. Some of our submissions involve making NMRA marketing program more assessable to members of the Australasian Region. It is currently a convoluted process to order some of the items marketed by our association and this takes the impulse buying element and much of the fun out of a purchase. We get a rebate from our fees from the US via what is really a franchise system so we do not have easy access to some of the data from the main NMRA library. However this allows us to fund our own library and the current librarian and the committee are working hard to make this as good as possible. This Strategic Plan will also help us look at matching benefits for members in Australasia wherever possible to those enjoyed by members in the US.

Peter Burrows is developing a new Education Program to assist both existing and new members of the Association. This makes some existing information easier to find and adds a lot of enhanced information together with new features such as question and answer sheets based on the system of competency based

From the Library

I am continuing to add to your Library with varied titles such as N –SCALE GARDEN R.Rs NARROW GAUGE (dark side) HOW TOs and general prototype titles. Repeated requests for your wish lists have had very limited response, I will therefore continue on with what I am doing until I am requested otherwise. The recent purchases will as time permits be added to the Library List on our Web Page.

I have revamped the way I post your requests to you which is much more cost effective for the Library and for you on the return postage end.

I would ask each and every one to use your library, borrow at the meetings (div. 7) for other divisions simply e-mail me or phone and in due course (if available) I will send it/them to you, a good idea is to try to give me several choices that way you have less chance of missing out. Borrow, enjoy and return promptly in fairness to the other members who may be waiting for those titles.

Recently we had two separate donations to the Library one from the estate of Vic Quince via his partner Beryl Betts in the form of approx. 60 odd dvds many of which we did not have, many thanks Beryl. The other from the estate of John Baker via Don Davis which were Video tapes thank you Don and also Julie Baker for the kind donations will get them on to dvds ASAP.

Many of the dvds in the Library which are not borrowed on a regular basis will be placed in a separate bag at home but will still

training. It is web based and although open to anyone it encourages non- members to join the NMRA and receive further benefits from the program.

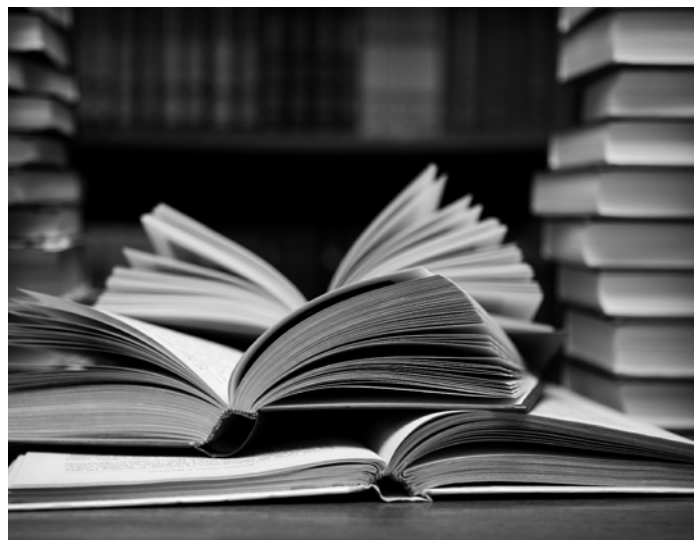
We will be holding a meeting of the ARC and Division Superintendents at the end of July this year. The focus of this meeting will be how we can improve our services to members and also how the Mainline can best serve the members. We now have a lot of Digital newsletters which get information to members very quickly. However there are still a lot of members who enjoy reading the Mainline which represents the whole of the Region. It takes a lot of work to produce the Mainline even in digital form and we have to ensure all this effort gets the results it deserves. I would like to personally thank both our current and past editors, helpers and those who write articles for the huge effort they put in to this magazine.

We are also working hard to collect and protect all the data that has been generated in the digital age that we regularly use as members of the NMRA. Anything digital has been archived onto two large disc drives so it will not be lost. This process was started by the last committee and will continue until we have a process similar to that used by commercial organisations. Gerry Hopkins runs one of the best and the most up to date web sites on the planet. Most data he receives is on our web site the same or next day and even the best commercial institutions cannot match that. I would like to thank him on behalf of the whole organisation for all the great work he does.

Until next time happy modelling and I hope to see you at the Convention.

be available on request via e-mail or phone. As time permits I will reintroduce a coloured sticker system (as per the past Librarian Sam Mangion) with different coloured stickers for different topics e.g. green for How To and so on, this will hopefully make your search a little easier. Your constructive comments and or ideas will be most welcome. Hoping to hear from you, till then happy viewing.

Paul Marrant Librarian



REPORT OF

THE PACIFIC DISTRICT DIRECTOR

Mike Bartlett- Pacific District Director

On the week end of April 6th&7th a large group of modellers visited the Dorrigo area. Groups attended from the New England, Coffs Harbour and Taree clubs. The first layout visited was that of Bill Baggett. Bill has a purpose-built shed in which he has constructed his very large HO [40x60] double deck layout. The outline followed is American. Because of the size of the layout, very long runs are available, running through a variety of scenery with trains being pulled mainly by large articulated locomotives. There is a variety of buildings throughout the layout incorporated on various sidings and branch lines so there are ample opportunities for switching. Most of the layout has scenery with approximately 25pct to be detailed. Bruce then wants to concentrate on operations. The whole system is controlled by Easy DCC.

The other location visited was owned by Bruce Block who had on display 4 HO layouts all controlled by DCC. His first layout, Dorrigo [20x20], is NSW outline and depicts the branch line from Glenreagh to Dorrigo. The second is an Austrian {20x10 with a 16x10 extension} layout. The third is English [20x10] and last is a Santa Fe layout [40x16 with 20x12 extension]. On all of these layouts Bruce has an extensive amount of motive power and rolling stock, together with a very impressive brass collection.

These two locations are truly magnificent and well worth the trip.

On the weekend of May 11th&12th Taree is celebrating 100 years of Steam coming to Taree and the North Coast line. Two steam engines plus a replica of the original train will be performing steam tips to and from Taree. There will also be a 90 Class locomotive on display. The Taree and District Model Railway Club will be open all weekend where all layouts will be on display. On the platform adjoining the Clubrooms both a 32 Class and the 90 Class will be open to the public via the clubrooms. This will give the public a unique chance to see these locomotives close up and then see the same models working on the Club layouts. It has been truly wonderful to see these steam locos back in Taree and in our own siding next to the clubhouse.

Late in April I attended, with the bid committee for 2018 Sydney Convention, the Sydney Olympic Site to inspect the facilities that are available together with the various hotels. At the present time we are still awaiting quotes for the various sites from the Olympic Park Authority. Hopefully, we will have a competitive bid ready for the Atlanta Board Meeting.



Photo: Bill Cox

FROM SCRATCH TO MMR

By Paul Marrant MMR

Some years ago I was on my way to a timber show and drove past the Castle Hill showground and noticed a sign advertising a model train exhibition on my return I called in to have a look and as luck would have it, on show for the last time was the Red Stag layout needless to say I was very impressed. I still consider it to be one of the all time great examples of scenic modelling, I purchased the video and have watched it many times.

Some time later forced retirement left me with lot of idle time on my hands and my wife, Kay suggested I join a model train club (she probably regrets it sometimes I suspect) that was the start. Sometime later Geoff Horne invited me to attend an NMRA meeting as his guest at no other than Geoff Notts home, one of the modellers of the Red Stag, I went along and joined the NMRA that day.

Attending the monthly meetings, John Montgomery the then super was bringing models along for a show and tell, I plucked up the courage and brought along a little bush hut with a piece of stringy bark as the roof, a small piece of stone roughly shaped like a chimney a lean to porch with a figure on a little scratch built seat a very, very basic model.

Over the next year or so I got a little more confident and brought more models to the show and tell and asked for and received advice and also encouragement on other methods to try which I did, not all the advice worked but it all helped me forge the style of modelling that I was comfortable with, and that is very important, develop a style or form of modelling that you are comfortable with and work on it, never be afraid to try something different, if it does not work you can always return to the way you were doing it before, but always try different techniques you may find a better way.

With some kind words of encouragement I started working on more ambitious structures such as plank by plank timber models with hand cut timber shingle roofs, a church with ultra thin real slate roof with interior detail, pews figures brass organ and altar. A stone Mill House was constructed using small pieces of broken slate of varying thicknesses (very time consuming

but very pleasing result) this also had extensive detail internally. My layout is a logging one so it required several trestle bridges, engine houses, sawmills etc. These models were of a reasonable standard and it was suggested I put them up to be judged for the AP Structures they gained a pass (yippee) I was on the way, that was January 2011

July 2011 after several months of work I was successful in gaining my APs for Scenery, Volunteer and Dispatcher, after a couple of unsuccessful attempts I gained my Civil AP in November 2012 (probably the one I had the most trouble with) January 2013 AP Cars, February 2013 Electrical (this one had me the most worried but with good tutorage these fears were unwarranted) this was the magic number seven needed for the M.M.R that proud day was the 14th February 2013 this was made official in May 2013.

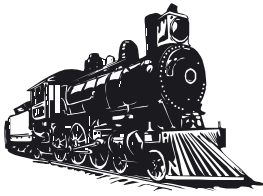
Work on the layout etc. went back pre January 2011 but it goes to show if you are dedicated enough to attaining one or several APs it can be achieved in a reasonable time frame. I was then and still am a supporter of the show and tell, I think it was instrumental in no small way in speeding up from basic to more advanced modelling due to the advice and encouragement by bringing in your models for comment. We are blessed with a group of I believe some of the best modellers and all round good guys and it is a little silly not to take advantage of this asset. In my trip from Scratch to M.M.R. I asked for advice from to mention a few John Montgomery, Michael Flack, Geoff Nott, Steve Pettit, Ray Walters, Gerry Hopkins, Ken Scales, Kelly Loyd and by no means least John Sterland. Each and every one of these and countless others never hesitated to give me all possible assistance.

In closing I urge you to consider the APs as an incentive to further your modelling skills it worked for me so there is no reason why it will not work for you too, remember the NMRA gets not a thing out of the APs, but you the modeller benefit all the way. Any MMR or AP holder will give you all reasonable assistance you just have to ask.

Hoping to see more of you in the Awards Programme soon. Sincerely Paul Marrant M.M.R. #509

**If you are interested in working towards achieving your MMR
talk to your area super and check out the details on the website**

www.nmra.org.au



MODELLING THE RAILWAYS OF DISC WORLD

By Rod Tonkin

The inspiration for my AM & U model railway came from reading Sir Terry Pratchett's "Disc World" novels and an OO scale model of a British Railway's 40 class diesel electric locomotive. Sir Terry's satirical novels are set in a pre industrial revolution society with a twist. The disc world is a world of magic, a ten thousand miles in diameter flat world supported on four gigantic elephants standing on the shell of an enormous turtle. For all the magic the disc world has technology. An organised postal system and a mechanical telegraph system provide communications. Mining and metal fabrication provide durable consumer goods. The million plus citizens of the city of Ankh-Morpork alone require wagon trains of food and fuel shipped in each day. The need for a railway system in this society was obvious.

I thought a model railway in a disc world setting would be interesting. Sir Terry has written he feels the industrial development needed to support a steam railway would be out of character with the books. A diesel railway would not need the level of industrial backing a steam railway requires and could I thought be in character with the books. Every railway needs a name, the two dominant centres featured in the books are the city of Ankh-Morpork and the mining centre of Uberwald, and so the Ankh-Morpork and Uberwald Railway was born.

A minor point is the books don't mention an oil industry. The books do mention lard mines in the mountains around Uberwald. As a result my Disc world diesels would be lard oil fuelled. The stumbling block was the rolling stock. An OO scale BR 40 class provided the answer to my disc world model railway rolling stock. I'd noticed this unusual looking model locomotive in my local hobby shop. I eventually gave in and became the proud owner of an OO scale model of British Railway's number 40152. Compared to almost any other prototype locomotive the BR 40 class is certainly different. It combines a sleek all welded car body with leaf spring suspension pony truck equipped riveted bogies. Obviously design by a committee. The quirky looks and minimal lettering were ideal for my purposes. My disc world model railway would use the 40, 45 and 46 class locomotives, BR Mk1 coaching stock and early BR goods wagons. To extend the

unrefuelled range of my locomotives, fuel tenders would be attached on long runs. The fuel tenders are repainted six wheel milk tankers.

My AM & U is an amalgamation of formerly independent railways on the disc world. The system wide Pullman car business was not part of the amalgamation. New or overhauled rolling stock is painted in the AM & U corporate colour scheme. Rolling stock still painted in previous system colour schemes have had the old logos covered by the AM & U corporate symbol. The AM & U corporate colour scheme is conveniently BR's blue colour scheme.

Modelling the AM & U was a matter of selecting appropriate era stock OO scale models and giving them disc world identities with appropriate corporate logos, name plates and destination boards. Locomotives are named after major characters in the novels. The 40 class are named after prominent characters in Ankh-morpork, The 45 class are named after significant characters in the history of Uberwald, and the 46 class are named after prominent characters from Lancre. The Pullman cars are named after prominent members of the Ankh-Morpork Seamstresses guild. Coach destination boards list major locations on the disc world served by the railway.

The AM & U identity symbols, lettering, name plates and destination boards for my models were printed on an Epsom ink jet printer. (I only recently found out Epsom ink jet printer ink once printed is water proof) The AM & U corporate symbol (BR's doesn't know if it's coming or going logo) was downloaded from the internet and input into an Excel spreadsheet. This let me size the logo to suit the application on the model. The locomotive name plates and coach destination boards were typed into the Excel spreadsheet. By using Excel's type face, colour and outline options I could obtain the effect I was seeking. Scaling the printer output allowed me to obtain the size required for each locomotive name plate and coach destination board. The printed logos and lettering once printed were sealed on both sides with matt medium. The sealed logos, name plates and destination boards were secured in place with matt medium.



40152 "Commander Samuel Vimes" rounding the minimum prototypical radius six chain curve for a 40 class in OO scale of 1,200 mm. The bogie mounted couplers start to make sense.



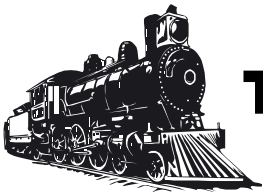
Mk1 First/Third Composite coach with corporate symbol over original logo and disc world locations destination boards



45120 B'Hrian Bloodaxe with fuel tender attached



46053 Gytha Ogg



The NMRA EDUCATION DEPARTMENT

By Peter Burrows

EDUCATION DEPARTMENT UPDATE - MARCH 2013 by Peter Burrows

A few weeks ago Gerry Hopkins asked me to take over one of his many roles as Education Chair. Since I was already developing a web based learning program I was happy to help out as Gerry already carries a very large load of tasks for the AR (which he does well) and we need share this load.

This position widens my current scope of work considerably and so to get it all done in a reasonable amount of time and provide more value to our membership, I am developing a program of work that will support the web based learning but also provide better access to clinic material to support members and the Divisions. Here is the proposed scope of work and approximate schedule I will try to achieve:

ACTIVITY	TIME FRAME	NOTES
Develop a web based Education syllabus and delivery system leveraging US and AR materials	Planning and design Completed	10 Beginner and 8 Advanced modules defined with associated Practical clinics
Align the AR Beginner modules and their content with US program	01 March to 31 March Completed	May need some supplemental material on local web site
Develop Practical clinics and Pop quiz to support the Beginner modules	16 March to 31 May	Past clinics will be scanned for suitable presentations. Note 1
Develop an Education Region on the AR web site	01 March to 31 May	Assisted by Gerry Hopkins
Trial the student registration process and the Beginner modules	01 June to 30 June	Test "students" required
Beginner syllabus open to all	01 July	Note 2 & 3
Develop the Advanced modules content on our local web site	01 July to 30 Sept.	Past clinics will be scanned for suitable presentations. Note 1
Develop the Advanced clinics to support the Advanced modules	01 July to 30 Sept	Past clinics will be scanned for suitable presentations. Note 1
Trial the Advanced modules	01 Oct to 14 Oct	Test "students" required
Advanced syllabus open to members	15 Oct.	Note 2 & 3

Note 1 - MMR's and past clinic presenters will be asked permission to use their presentations on various subjects.

Note 2 – Most Beginner and Advanced theory modules have an associated practical (hands on) class associated with them.

Note 3 - As practical clinics are developed complete with materials required etc. these will be made available to all Divisional Supers so they can conduct clinics as required in their local areas.

The above program of work is quite ambitious but if you don't set goals things tend to linger on and not get done. I will need some help along the way and I will be calling on MMR's and past Clinic presenters to provide material and/or help develop new material. I will also need members to help trial the program to ensure it all works as it should and the content is OK.

I could also use a deputy chairperson as there will be some admin type stuff and other work that may distract me from the main game. So if anyone out there has the time, some basic PC skills and would like to get involved in this very important program, I will be very pleased to hear from you.

education@nmra.org.au

PAUL HOBBS AWARDED FELLOW OF THE NMRA



One of the highest awards the NMRA can bestow for a member's contribution to the Association is Fellow of the NMRA. Paul Hobbs, a division 5 member who resides in New Zealand, was presented with his Fellow of the NMRA Award at the US Convention last year. The award was presented by Mike Brestel the President, prior to handing over to Charlie Getz as president. Paul received his award at the convention banquet on Saturday, August 4, 2012.

Paul's award was for exceptional service the NMRA. Paul has attended 27 US conventions since 1972 and played a very active part with numerous official rolls from clerking the contest room, driving a tour van, tour bus captain, 6-years on the NMRC Clinic Committee, helping at the auction, and is on the staff of 2015 at Portland, preparing the convention timetable. He is involved on our local bid committee.

Unfortunately there has been a communications breakdown and as Paul's award was presented in the US your local Australian Regional Committee was not aware until now this had happened. This award is a great achievement and Paul is only your Region's third recipient. Very few of these are awarded and it is a great achievement. Our congratulations to Paul from all the members of the Australasian Region.
Sowerby Smith



NSWGR 3112 leads 2705 on a demonstration freight train at the Thirlmere open day *Photo: Bill Cox*

DECCA SIG

St Kilda Tram Museum Visit 28 April 2013

The blurb on the Tram Museum website says it all -

“Take a tram ride or two (or more) on one of our restored trams to the St. Kilda adventure playground and return. Admission to the Museum covers unlimited tram rides on the day. Our tram line is almost 2 kilometres long. A return journey takes about 25 minutes. Stay at the playground for a while or explore the St. Kilda beach and mangroves and catch another tram back. Skip a tram ride at the Museum end and explore our extensive museum displays. Normally we run 4 or 5 different trams on an operating day – big ones, small ones, red ones, green ones”.

So, some 24 persons took the opportunity to attend this Sunday outing, organised by Max Wright. John Eastaff, an active NMRA

and DECCA SIG member, is also a very keen and knowledgeable ‘trammie’. John arranged discounted entry for all and an extensive tour as well.

As reported by Max – “John Eastaff is a qualified driver and friends with the two staff who were on duty. We went behind the scenes into the Museum workshops area, plus learned a huge amount from the three of them. When I left at 4.30 pm a goodly part of our group were still sitting in a tram with the guides, chatting about trams. A very enjoyable day for all, I thought”.

Here is the URL for the St Kilda Tram Museum – add this location to your list of things to do when next in Adelaide.

<http://www.trammuseumadelaide.com.au/>



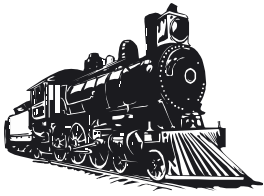
Above left: Inspecting the restored tram.

Left: Ron Solly looks happy !

Above: Inside the Shed.



Taking a ride on one of the restored trams



THE AP PROGRAM

By Ken Scales MMR

Ken helps to simplify the process of the AP program in this series of articles on what is required for each certificate.

AUTHOR

This article is one of a series to simplify the AP requirements. It does not take great flair and you can use previous articles from mainline as a guide.

This is awarded for writing articles on Model Railroading, Prototype Railroading applicable to models or anything directly related to the NMRA. Points are allocated on the basis of a page containing 1200 words. The articles must be published in a commercial national publication or an official NMRA publication which in our case is usually MainLine. The points can only be awarded after the article is published. Points are also given for live presentations over 30 minutes at official NMRA events but written handouts must also be prepared and distributed to attendees. There are some additional avenues to earn points set out on the US NMRA website but the easiest way to earn points for this award in our region is to write articles for Mainline and present clinics at Division Meetings and the NMRA Region Convention.

A full description of the rules for each category is available on the US NMRA Website. For Author you must complete two forms. These are known as the Record and Judging Form and the Statement of Qualifications form. Copies of these two forms are available from the US NMRA website.

For author you need to list the publications and clinics in the schedule on the Record and Judging Form and attach copies of the articles to support your claim.

The best explanation of what is required and how points are earned is set out in the Statement of Qualifications form.

CARS

This category requires 8 models but you can start with the non-judged cars and improve your skills as you go. You can even build most of them on a standard chassis and change the tops which often happened on the prototype.

For this category you must build 8 cars and 4 cars must be scratch built. There must be 4 different types of cars. 1 car must be a passenger car. This includes any car such as a drover's caboose or excursion car that actually carried

passengers. An excursion car was a flatcar with seats sides and an open top. A car cannot be a self-propelled rail vehicle such as a doodlebug but it can be an unpowered doodlebug trailer

Any 4 of the 8 cars may be judged. The judged cars may be scratch built or kits or a mixture of both. The non-judged cars may be scratch built or kits or a mixture of both. Identical types of cars may be judged. The non-judged cars must be of a high standard. While they do not have to earn a full 87.5 points they should not be far below this standard. Generally it is best to scratch build the judged cars so you are eligible for the 15 scratch building points.

You should provide a written description of how each model was built. To assist in the judging it should be set out under the headings on the judging form which are construction, detail, conformity, finish & lettering and scratch building. You should also provide a copy of any plan used to build the model even if you simply drew a rough sketch and any photos of the prototype or a similar model that you used for inspiration. The judges are trying to justify giving you as many points as possible and doing it this way makes their task much easier. Often a page of writing for each model is more than enough and this can be hand written if you are not a speedy typist.

A full description of the rules for each category are on the US NMRA Website You must complete three forms. Copies of these three forms are also available from the US NMRA website. The third form is in two pages.

For the judging form you only have to complete the date, your name, NMRA number and region on the top of the form and have the judges sign it after judging the model/s.

MOTIVE POWER

This article is the first in a series to simplify the AP requirements. Motive Power requires the least number of models but probably requires the most skill in engineering. Just the same it is not beyond any good modeller.

This requires us to build 3 models of powered rail vehicles. Generally this means a loco, doodlebug or rail motor. It must be able to move on the track under its own power.

Only one of the models needs to be fully scratch built and this must include the main frame that supports the driving wheels. If it is a diesel it also includes the frames that support the wheels in the each of the power trucks. Two of the models can be kits or even scratch built bodies with commercial drive units underneath.

You should provide a written description of how each model was built. To assist in the judging it should be set out under the headings on the judging form, which are construction, detail, conformity, finish & lettering and scratch building. You should also provide a copy of any plan used to build the model even if you simply drew a rough sketch and any photos of the prototype or a similar model that you used for inspiration. The judges are trying to justify giving you as many points as possible and doing it this way makes their task much easier. Often a page of writing is more than enough and this can be hand written if you are not a speedy typist.

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CIVIL

This article is the sixth in a series to simplify the AP requirements. This category requires you to build a well-engineered layout or section of layout. If you are building a very large layout you can have a section of it judged once it is up to the required standard and meets the minimum size requirements which are set out below based on track length.

Many modelers who already have a layout will find that they have most of the required items on their layout.

You must build a good quality working layout with 25 feet of track in Z, N, or TT Scale, 50 feet of track in HO or S Scale, 75 feet in O Scale or 100 feet in G or one scale. The track must look prototypical and allow rolling stock to operate smoothly without derailling. It must be ballasted and look correct. It will be judged on both how good it looks

and operates. Points must operate correctly and the track must not have defects such as dips and v's. It should follow prototype practice with features such as drains and drainage ditches

You must include in this layout six types of track work listed in the regulations. The simplest of these that we often include on our layouts are

- A simple dead end siding
- A passing siding
- A crossover
- A turntable
- A wye or reversing loop
- A simple ladder having at least two points and three tracks

You must scratch build three types of track work without using commercial parts such as frogs. You can use jigs such as the Fast Track System. The simplest items are

- A simple point.
- A simple crossing
- A crossover using two points.

The basic requirement for all three can be met by building three points and a crossing. They can be on the layout or mounted on a separate board but they must work correctly. If they are mounted on a board they do not have to be ballasted but they must be wired and you must demonstrate that they work by running a loco through them in all directions.

You should prepare a track plan of the layout showing all features such as turnouts, stations, engine terminals, grade elevations and bridges. You should indicate scratch built features, commercial items, details of construction and materials used to build it.

A full description of the rules for this category is on the US NMRA Website You must complete three forms. Copies of these three forms are available from the US NMRA website.

For the judging form you only have to complete the date, your name, NMRA number and region on the top of the form and have the judges sign it after judging the layout.

THE NMRA AR CONVENTION 2013
DETAILS INCLUDED IN THIS ISSUE OF MAINLINE
BOOK EARLY TO SECURE YOUR PLACE

2013 Convention



This will be held in Canberra at the University of Canberra High School Kaleen (was the Kaleen High School) 104 Baldwin Drive, Kaleen, ACT over the weekend of 21 and 22 September 2013, during Canberra's Floriade Festival. The convention will include clinics, display layouts, model and photo contests, a bring and buy sale, non-railroad program, dinner with guest speaker and layout tours.

As this convention will take place during Floriade and as 2013 is Canberra's centenary, book your accommodation early.

Registration

Registration is by the attached Registration form, which you can now download. Fill it out and send to the Registrar.

Within one week of receiving your registration form and payment, your registration details will be mailed out to you. This will include your receipt, a bring and buy sale form, Model and Photo Contest forms and a brochure entitled "Canberra Visitor Guide". For further information about the city, the Canberra Tourism website is www.visitcanberra.com.au/en.aspx.

For those with email, you will also receive an email confirming receipt of your registration.

Accommodation

Book your accommodation SOON. The nearest hotels / motels are those in the Inner North and Belconnen areas, but Canberra roads make access from anywhere in Canberra or even Queanbeyan pretty straightforward, especially with a GPS.

A list of possible hotels / motels is attached, each of which had accommodation available over the convention weekend (as of 10 May). Many websites can help with booking accommodation, as can the Canberra Visitor Centre at www.visitcanberra.com.au/en.aspx. Note that the Visitor Centre also covers accommodation other than hotel/motel, such as bed and breakfast of which there are a number in the Inner North.

Programme

See separate sheet for the outline programme

Contacts

Convention Convener	Charlie Dearling	convention@nmra.org.au	(02) 6253-9570
Registration	John Gillies	jgillies@grapevine.com.au	(02) 6248 8408
Division 2 Superintendent	Viv Bricec	viv.bricec@lifford.net	(02) 6254 8204



Photo: B Kerlake

10-15 minutes away

Hotel	Address	Cost	Contact
Best Western Tall Trees	21 Stephen Street Ainslie, 2602	★★★★ \$115 and up	(02) 6247 9200
Rydges Eagle Hawk Resort	999 Federal Highway Canberra	★★★★ \$115 and up	(02) 6241 6033
Yowani Country Club	455 Northbourne Avenue Lyneham	★★★☆ \$140	(02) 6241 3377
Canberra Carotel Motel and Caravan Park	Cnr Zelling and Aspinall Streets Watson	★★☆ \$105 and up	(02) 6241 1377
Canberra Lyneham Motor Inn	39 Mouat Street Lyneham	★★☆ \$99 and up	(02) 6249 6855

20-25 minutes away

Best Western Plus Garden City Hotel	55 Jerrabomberra Avenue Narrabundah	★★★★☆ \$164 and up	(02) 6295 3322
Ibis Styles Canberra	203 Goyder Street Narrabundah	★★★★ \$140 and up	(02) 6295 2944
Best Western Sundown Motel Resort	Narrabundah Lane Symanston	★★★☆ \$125	(02) 6239 0333
Forrest Hotel and Apartments	30 National Circuit Forrest	★★★☆ \$164 and up	(02) 6203 4300

35-40 minutes away

Motel Margeurita	2 Margeurita Place Queanbeyan	★★★ \$110 and up	(02) 6297 5531
Parkway Motel	8 Lowe Street Queanbeyan	●●● (self rated) \$100 and up	(02) 6297 1411
Rainbow Motel	41 Bungendore Road Queanbeyan	●●● (self rated) \$100 and up	(02) 6297 2784

40 minutes away

Thunderbird Motel	264 Comur Road Yass, NSW	★★★★ \$168 and up	(02) 6226 1158
Colonial Lodge Motor Inn (Golden Chain)	Yass Valley Way Yass, NSW	★★★☆ \$99 and up	(02) 6226 2211
Yass Motel	40 Laidlaw Street Yass, NSW	★★★☆ \$80 and up	(02) 6226 1055

Note: At least one layout on the layout tours is in Yass

Program Outline



Layout Tours

These will be held on Friday 20th September and again on Monday 23rd if there are sufficient layouts. A demonstration layout will also be at the convention venue.

Clinics

These will be held Saturday 21st, from about 9 to 5 and Sunday from 9 to 1.

So far we have the following clinics:

Eddie Gallier	3D Printing and Rapid Prototyping
Geoff Langbridge	Colour Isn't Colour
Allan Garbutt & Phil Collins	Storage Yards - Building A Better Mouse Trap
Phil Badger	Beyond The Fence
David Low	WW 1 Narrow Gauge
Bob Best	Taking Measurements from Photos
Rob Nesbitt	Electric Railways and Catenary
Jess Brisbane	History of the Maine 2 Footers
George Paxon	Space Saving Modelling
Chris Minahan	Communication
Viv Brice	A Realistic 50's Freight Car Fleet

Other presenters who have not yet advised their topics include Brad Hinton, David O'Hearn, Marcus Amman, Gavin Hince, Stephen Otway and John Brown

Sideshow Alley

This will have ongoing demonstrations of white metal soldering, signalling / lever frames and spray painting

Vendors

Kerroby Models will be there and we are still chasing others

Non-Railroad Program

Saturday will be a guided tour of the Australian War Memorial followed by lunch at Gold Creek and visiting galleries and craft outlets there. Travel will be by coach from Kaleen and will include some Canberra sightseeing.

There will be clinics on crochet and card making on Sunday morning.

Contests

There will be a Photo contest and a Model contest and Gerry Hopkins. Our regional Achievement Program Manager has kindly agreed to judge the models. Entry forms will be in your registration confirmation package.

Bring 'n' Buy

We will have a sales room and the requisite form will be included in your registration confirmation package.

Convention Dinner

This will be held at a local club in a dedicated function room.

Sunday Afternoon

The local ARHS Museum will be open for convention attendees.



NMRA AR 2013 Convention
September 21 & 22
University of Canberra High School Kaleen
104 Baldwin Drive, Kaleen, ACT 2617



Registration

Please print clearly

Full Name Scale/Prototype

Partner's Name

Family Member's Name

Address

State..... Post Code

Email..... Telephone ().....

PLEASE FILL IN THE APPROPRIATE DETAILS

MEMBER (Registration Received By 24th August 2013)	\$60	
MEMBER (Registration Received After 24th August 2013)	\$70	
Non Member (This does NOT mean your partner or family member)	\$80	
Extra Family Members (at Convention) (Cost of Saturday Lunch)	\$10	
Other (Ladies) Program	\$10	
Polo Shirt with Logo Sml() Med() Lrg() XL() XXL() XXXL()	\$35 each	
Chambray Shirt with Logo Sml() Med() Lrg() XL() XXL()	\$45 each	
Convention Dinner Number Attending --	\$35 each	

TOTAL COST \$

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FOR DETAILS MARTYN JENKINS (07)5563 7554
Meetings start at 1.30pm unless advised otherwise.

ACT- DIVISION 2

FOR DETAILS VIV BRICE div2super@nmra.org.au
Meetings start at 2.00pm

VICTORIA / TASMANIA- DIVISION 3

FOR DETAILS GRANT McADAM (03)9578 8685
Meetings start at 2.00PM

WESTERN AUSTRALIA- DIVISION 4

FOR DETAILS ALAN BURROUGH (08) 9364 6527
Meetings start at 2.00 pm unless advised otherwise.

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 advised otherwise.

SYDNEY - DIVISION 7

FOR DETAILS GERRY HOPKINS (02) 4329 0242
Meetings start at 2.00pm unless advised otherwise.

NORTHERN RIVERS- DIVISION 8

FOR DETAILS JOHN SKINNER (02) 6652 2919
Meetings start at 2.00pm unless advised otherwise.

MID NORTH COAST- DIVISION 9

FOR DETAILS CHRIS MINAHAN (02) 6559 3516
Meetings start at 2.00pm unless advised otherwise.



NMRA AR CONVENTION 2013

SEPTEMBER 21 - 22

UNIVERSITY OF CANBERRA HIGH
SCHOOL

104 BALDWIN DRIVE, KALEEN ACT
2617



***DETAILS INCLUDED IN THIS ISSUE OF MAINLINE
BOOK EARLY TO SECURE YOUR PLACE***



Robyn Taylor's scratchbuilt NR Trailerail in N Scale *Photo: R L Taylor*

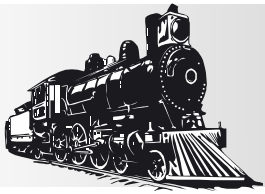
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STEAMY DAYS



" The Duke of Edinburgh #621 was refurbished and is operated by a volunteer group called SteamRanger Heritage Railway based in Mt Barker, about 30 kms out of Adelaide. Details for this loco and all other rolling stock and the group's history can be found at <http://www.steamrangerheritagerailway.org/index.php>

The photo was taken by John Horsnell on a outing to Goolwa by Adelaide Hills Photography Club members. The loco was steaming on a Sunday at the end of the SA school holidays between Goolwa and Victor Harbor".

Peter Jackson



Ex Queensland Locomotives DD17 Number 1049 leads BB18 ¼ Number 1072 at Clarence on the Zig Zag Railway in Lithgow NSW. The photo was taken on a rather cold day in 2004. The Zig Zag is one of the most widely known of all the Australian preserved railways and operates most days during the year. The railway itself is considered one of the engineering feats of it's time and is perhaps one of the only operational switchback railways anywhere in the world.

The DD17 which is affectionately known as the 'Blue Baby' is one of two that are still in steam, the other is in Queensland and does regular 'Steam Train Sunday' Tours.

Photo: R L Taylor

11th Narrow Gauge Convention

By Gerry Hopkins MMR

Over the Easter Break the NG Convention was held at the Carwatha College in Noble Park, Melbourne. The weather was good – bright with just a little rain shower occasionally.

Over 180 people attended the 2 day program. There were layouts in the main hall and numerous commercial stands. From an NMRA viewpoint there were four Div Super and 2 ARC members and eight MMRs.

The contest room was well filled with about 100 entries – all of a very high standard. The “Best in Show” is shown above. The photo contest was well represented in three categories. The clinics catered for all NG persuasions and were all very well attended. Over 150 attended the dinner on Saturday evening and the after dinner speaker gave a very informative talk about tourist railways in Tasmania and Victory. The Monday was devoted to layout tours, there were four top quality layouts on offer.

Still under construction, The Hon3 layout of Peter Sutton. Check my Youtube channel for the video.

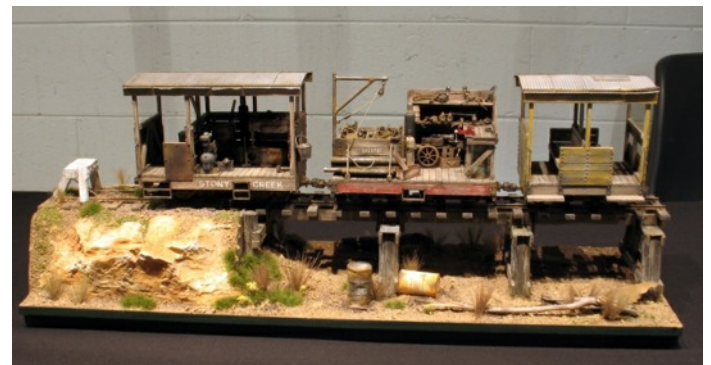
Although I did not get to the Stoney Creek Layout, the above photo shows one of the trains that run on the On30 layout . <http://tinyurl.com/c2fxvsf> will get you to the video I took last time.

This is the Sn3 layout of Bill Black near Puffing Billy. Check my Youtube channel for the video soon. An on-board video can be seen at <http://tinyurl.com/cqgy4jp>

The forth home had a special treat – two layouts to view. Rod is famous for his N scale layout that can be seen at <http://tinyurl.com/c6aqtaq> For this trip the attraction was his new On30 logging layout – still under construction – I took some video but not photos – I will capture some frames from the video and put on the web.

Although the name “Narrow Gauge” will put some modellers off the visit, many of the clinics would suit all types of modellers and were all well presented.

The next NG Convention will be during Easter 2015 and will be held in Bowral NSW.





ON THE WEB

For all things Victorian railways you really can't go past Mark Bau's site

<http://www.victorianrailways.net/>

If you would like to learn more about the amazing British Deltic Locomotive

<http://www.napier-chronicles.co.uk/index.html>

A great site to check out for all sorts of information about Australian railways

<http://www.vicsig.net/>

This site has a tremendous amount of in depth information on British colour schemes

<http://www.stationcolours.info/>

American sites tend to be chasing the dollar for information, this site is worth a look

<http://www.steamlocomotive.com/builders/>

AUSTRALASIAN DIVISION REPORTS

It has been a very busy time over the last three months in the T.D.M.R.C. Firstly after much soul searching, planning and discussions work is under way on the extensions to our Somerton layout. Any of you who have visited our clubhouse in the past will remember the original layout of the clubs called Manning. At over twenty years of age it was decided by members that Manning had reached its "used by date". But of course the burning question was what do we build in its place?. And the other part of the equation was the need to build a replacement for the old N Scale layout. Which was always a popular attraction on Open Days etc.

So as a result a long process of putting ideas together and coming up with proposals to go to the members for consideration. In due course it came down to the choice of two proposed plans for the extensions. And so a special meeting was called with every member invited to attend. The proponents of the two different layouts was afforded time to show a sketch plan of their suggestion and given time to explain it in detail. Then it was thrown open to the attendees to direct their relevant questions to the proponent. Of course each proponent was afforded this courtesy and the a vote taken on which of the two proposals appealed most to the members. The vote was taken and a mutually agreeable proposition accepted. So as a result there is feverish building activity taking place to get it up and running. It will be a large undertaking as the proposed extensions will be about twice the size of the existing Somerton layout. And it is planned that there will be a variety of new and interesting industries and scenic ideas included.

About five weeks ago it was planned that a group of members would travel to Dorriggo again for the weekend. This happened last year and proved to be a very enjoyable weekend with visits to the Railway Museum. And also visiting the magnificent layouts of Bruce Bloggs and Bill Baggott. This year because of the pressure of the new layout building it was decided not to make the trip. However two members Chris Minahan and Mike Bartlett decided they would just travel up on the Saturday to revisit Bruce and Bills layouts. They were both greatly impressed with the skill and imagination involved in the two chaps models. But Chris was particularly impressed by Bruce's Santa Fe layout. He remarked that having lived and worked in Arizona for some years when he stood in front of this model the atmosphere was so real, that he thought he was back in Arizona looking at the real thing.

Following in the travel tradition four members visited the Canberra City Railway Model clubs recent exhibition. Gordon Robbie, Noel Sawyer, Kevin Rasmusson and Bill Oaks. Whilst Bill travelled independently of the other members he was just as impressed as they were by the quality of the exhibition and the welcome extended to them all as visitors from Taree. I feel sure that next year will see a considerably larger delegation making the journey to Canberra. And again the comment from all was it is amazing what new ideas you pick up on these trips. The old adage is still true that we can always learn from others.

And of course the big event of this year is the celebration of the Centenary of the Railway arriving in Taree in May 1913. A dedicated committee of interested people and organisations including Taree Greater City Council has been working over two years to make the celebration one to be remembered. The Taree events will take place the weekend of 11/12 th of May, with similar celebrations the following weekend at Gloucester.

The Lachlan Valley Railway is sending up a Class 32 steam loco and a rake of Heritage passenger coaches. The programme will be for trips to Mt George, Killawarra, Melinga in coaches pulled by the class 32 steam loco. These trips will be on Saturday, Sunday and Monday, tickets can be purchased at Taree Railway Station. What a wonderful opportunity for those too young to remember the days of steam locos.

In conjunction with this we will be Open Days conducted by Taree members at the clubhouse on Saturday and Sunday. These will have all the clubs model layouts in full operation for the two days. And National rail are sending up one of the new Class 93 Diesel locos. This loco will be parked next to the clubrooms and will be open for inspection all weekend. There are plans for the following weekend for Taree members to travel to Gloucester to arrange various displays and activities. So all in all it should be a memorable weekend for all attendees.

Ted Wheeler
Publicity Officer 65570204

The March NMRA Division 7 meeting was held at Sam and Jan Mangion's place at Buff Point on Saturday 9 March 2013. There was a reasonable rollup of members despite the warm day and the need for Sydney-siders to cross the great Hawkesbury River!

Gerry Hopkins, our Div Super, presented the final three AP certificates to Paul Marrant so that Paul has now met all of the requirements for award of the title of Master Model Railroader (MMR).

Some pictures from the afternoon follow this report.

- By David O'Hearn

AUSTRALASIAN DIVISION REPORTS





JUST ANOTHER COAL TRAIN

By Rod Tonkin

My as yet unchristened preservation era layout needs a coal train to deliver locomotive fuel and demonstrate unfitted goods train workings to 21st century railway enthusiasts. A train of twenty one ton capacity coal wagons behind a BR 9F would fit the bill.

Over a period I was able to amass two private owner nine plank coal wagons (Hornby), four private owner riveted steel wagons (Hornby), one BR painted riveted steel wagon (Dapol) and six EWS painted riveted steel wagons (Hornby Railroad). A thirteen wagon coal train plus a brake van gives a reasonable impression behind a vintage locomotive.

My private owner wagons were three riveted steel Amalgamated Anthracite coal wagons, two nine plank Denalby Coal wagons and a riveted steel Consolidated Fisheries wagon. I initially thought the Consolidated Fisheries wagon was a fish wagon but more learned modellers assure me it was for hauling coal to refuel trawlers. Prior to "Nationalising" the private owner wagons each one was given an individual number. I changed the number on two of the Amalgamated Anthracite wagons and one of the Denalby Coal wagons with a sharp modeller's knife and a white "Gel" pen.

I repainted them all with the exception of the single BR painted wagon in BR colours. I brush painted the models with Humbrol Acrylic Authentic Rail colours RC 422 light grey. The six ex EWS wagons received a solid coat of paint to hide the EWS colour scheme and lettering. The ex private owner wagons received a light coat of paint allowing the former paint work to be just visible.

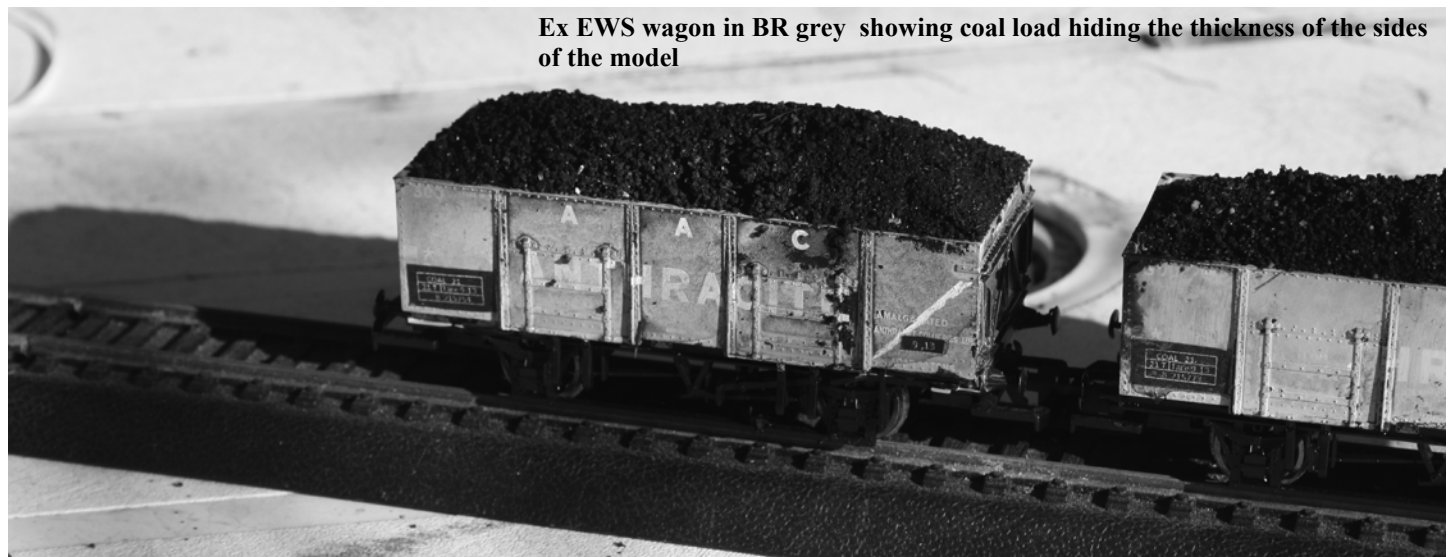
After the grey paint work was dry I added the white diagonal stripe denoting the wagon end door on my coal wagons. My one store bought BR painted wagon had the diagonal stripe on the wrong end on one side. The offending stripe was scrapped off with a hobby knife and the stripe correctly applied. I found a



Ex Amalgamated Anthracite wagon with the original paint work showing through the BR grey paint

white "Gel" pen ideal for adding the white stripe to the repainted wagons and re doing the stripe on the incorrectly painted model. Lettering on BR coal wagons was minimal. I copied as far as Microsoft Excel would let me the lettering panels on the Dapol wagon. I used the programming capability of Excel to make the number on each wagon different. The lettering panels

including the tare weight panel were printed onto 80 gm per square metre paper. Once the ink was dry I coated the printed wagon lettering on both sides with acrylic matt medium to seal



Ex EWS wagon in BR grey showing coal load hiding the thickness of the sides of the model

the ink. Once the medium was dry the lettering panels were cut out and secured to the wagon sides with acrylic matt medium.

The wagons measure 100 millimetres over the buffers. The Hornby Railroad range wagons weighed in at 45 grams. The Hornby private owner wagons and Dapol BR coal wagon weighed 35 to 40 grams each. All the wagons weighed less than the typical enclosed OO scale wagon and coach unit weight of 0.5 to 0.6 grams per millimetre. I ballasted all the wagons to 55 grams with air drying clay.

The now ballasted wagons were fitted with a polystyrene foam former cut to fit into the wagon body and shaped to match a coal load. I used crushed barbeque charcoal for the "coal" load in my wagons. The crushed barbeque charcoal was poured over the

polystyrene foam former until the "coal" load looked right to me. My crushed barbeque charcoal "coal" loads are deliberately rather uneven looking. I wanted to unevenly load my wagons and hide the wide top coamings of the Hornby Railroad wagons. The loaded wagon was then sprayed with water softened with detergent to wet the load. Diluted white glue dripped onto the wetted wagon load secured the loose "coal". Once the white glue securing the coal had set the loaded wagons were weathered with black water colours to grubby the wagon bodies.

The result on the layout is a just another coal train behind a rather scruffy 9F.



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