

MainLine

National Model Railroad Association Australasian Region

SUMMER 2013

VOLUME 30 No 4

Print Post approved PP241613/00080



Best Wishes For a Safe and Happy Christmas and New Year



Pacific National 80 class 8050 on grain duty in 2009 at Gurley NSW *Photo: R. Taylor*



NSWGR CPH Railmotor No.6 stands in the station at Cooma NSW 2003 *Photo: Bill Cox*

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 2014: 11 May 2014
- * Spring 2014: 10 August 2014
- * Summer 2014: 9 November 2013
- * Autumn 2015: 8 February 2015

Submissions can be emailed:
editor@nmra.org.au

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.

ARC News	4
From The Cab	5
Library News	5
Pacific Directors Report	6
A Train of Thought	8
Kitbashing a Card Model	9
2013 NMRA Convention	12
Driving Home The Golden Spike	14
Division Calendar	19
Division Reports	20
Decca SIG News	24
Railfest 2013	26
Retail Directory	28
Regional Directory	30



Cover Photo

A live steam war department Alco from Roundhouse sits awaiting a turn of duty on the large scale layout at AMRA Brisbane.
Photo: Bill Cox

The 2013 Divisional Superintendents Conference

The bi-annual Divisional Super's Conference was held Saturday 27th & Sunday 28th July 2013 at El Lago Waters Resort, The Entrance NSW. It had been some time since this conference had been held so there was a lot to discuss and decide including an updated Strategic Plan. The conference was attended by the entire ARC and all Div Supers except for Divs 5 (NZ) and 8 (NSW Northern Rivers).

Peter Burrows facilitated the conference and managed to keep everyone on track so we were able to get through the entire agenda which covered the proposed Strategic Plan, Divisional matters and Operational issues. The primary objective was for the Divisions to air their issues, ideas and aspirations for the future. Here are the main discussions and agreements from the conference.

Since the conference was also an ARC meeting the conference commenced with the review and acceptance of the previous ARC minutes. After Ken Scales welcomed the delegates Peter Burrows briefed them on the recently developed 2018 NMRA National Strategic Plan, how it was developed and the primary outcomes. The delegates were then asked to write down their 4 most pressing issues/concerns and post them on the Strategic Plan (SP) headings posted around the walls.

The SP categories were Attracting New Members, Retaining Members, Education and The Achievement Program (AP). It was interesting (but not surprising) to see the commonality of issues across the Divisions and how they fell into the proposed SP categories. Having now agreed on our priorities we got stuck into solutions and ideas to satisfy the SP and specific Divisional issues. **Attracting New Members** – The Delegates discussed our typical member profile and what modellers were typically looking for in an Association. Primary attractors are Fellowship, the AP, Standards and Quality Layouts but in the under 30 age group it appears our technology and automation are of great interest. The current system of build it and they will come with a focus on innovation seems to work well.

It was agreed that we need to lift our game in Representation, Presentations and Publicity. Several actions were taken to improve these areas including flyer production and distribution plus Face Book and other media presence. It was also agreed that we need to make sure our banners and signs are displayed at model railway exhibitions using a strategic approach.

Retaining Members – Delegates agreed that Sponsorship needs to be done better so visitors (prospective members) are not left alone at meetings wondering who's who and what's happening. This needs to go beyond the initial introduction by promoting the Modelling Mates concept to increase fellowship by having as many members as possible in either a 100% club, SIG or Round Robin group so their contact with other modellers is not restricted to once a month Div meetings.

The question of Value was discussed and how we can provide better value and remind members of all services available to them. For remote members we need to try "push" communications by contacting them to see what they need. This led to an extensive discussion about our publications.

The value of the Divisional Newsletters was discussed and endorsed as having high worth but the current system of voluntary payment for hard copy of Mainline was unpopular and many thought it should be available to all members free of charge. We cannot afford this with MainLine in its current form so we will try and find a way

to do this without increasing membership cost. It was noted that current email penetration is 88% so we may be able to leverage this medium to achieve this whilst taking into account many members have a preference for hard copy. This action was taken on by our President Ken Scales.

The current Teleconference with Div Supers for part of the ARC meetings has been successful and will be extended to the full meeting.

Education - Everyone endorsed the Education Program but suggested improvements such creating our own AR version (to reduce dependency on the US site) and link it to the Golden Spike and AP. Rod Tonkin volunteered to assist PB with this task. We will also automate the registration process.

It was also agreed that Modelling with the Masters (MWTM) clinics do not need to be run just by MMRs but also modellers who have shown excellent skills in the subject area. We have an urgent need to identify competent clinic presenters and trainers (for hands on clinics). A Train the Trainer program will be developed for this.

Achievement Program – All agreed the program is running well under the leadership of Gerry Hopkins. We currently have 15 MMRs awarded in the AR but we also need to promote the Golden Spike award. AP mentors do not need to be MMR's but can be a member who has recognised skill in the subject being undertaken.

At this point in the conference it was proposed that the proposed 2014 NMR (AR) Strategic Plan be adopted with minor amendments arising from this conference. This was carried unanimously.

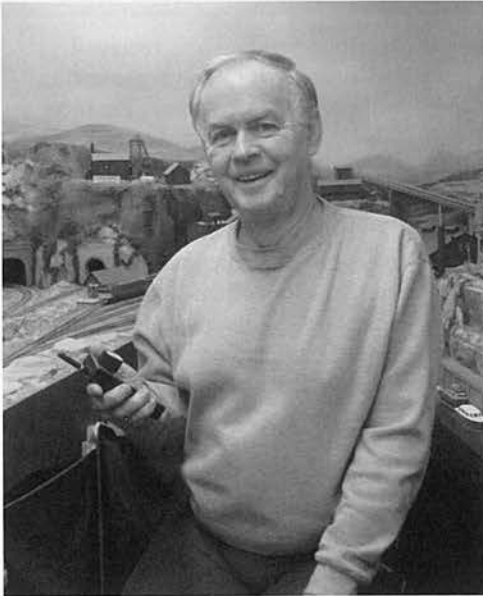
Other matters such as Documents and records were discussed and Peter Burrows gave a summary account of actions taken by the ARC to ensure all important artefacts (minutes, motions, reports, Mainline, AP etc) are backed up and archived. On the subject of Web site administration it was agreed that we need to create an alternate web admin access.

Viv Brice asked if the AR is interested in conducting compliance certification on new MR products. The conference was unanimous in deciding No due to no resources. The NMRA AR Constitution will be reviewed and simplified for voting on at the next AGM. This project is already in progress.

MainLine - content and quality was discussed at length. The consensus was that this a good quality publication but notwithstanding the quality of submission, more attention should be paid to colour to B/W conversions and captioning. However it was noted that the biggest issue with picture quality is that the editor is often presented with photos embedded in Word documents or altered images doctored with so called enhancing software that has affected the resolution. Also it was noted that shortage of content for Mainline was a major problem and we all need to encourage input from members.

Finally a motion was put and passed unanimously that the NMRA AR acquire the Charging Moose exhibition layout from the estate of Geoff Nott for a cost of \$1,500 half to be paid by the NSW Division and half by the AR. This will enhance our representation at train shows.

-End -



Firstly I would like to thank all those who helped, and in particular Paul Marrant and John Sterland, for the huge amount of time they put in to organising and running the Kids Clinic at the Liverpool Train Exhibition over the October long weekend. The Kids Scenery Clinic was a legacy left by Geoff Nott and is a fitting memory to his generosity and

the great work he did for both the NMRA and the hobby. I would also like to thank those who manned our recruitment stand at this event.

The NMRA has also been given another of Geoff Nott's legacy in the Charging Moose layout which we now own. This was given to the NMRA by Jill Nott and a donation was made to Geoff Nott's Estate. This will also ensure that more of Geoff's work goes on to inspire others. This layout which was built by Geoff and John Montgomery also incorporates some parts of the original Red Stag Layout (which was built by a small group of NMRA modellers). It is hoped that the work of Geoff and his group will help form the basis of some new education programs being developed by our education officer Peter Burrows. We also

intend to exhibit the layout at future model train shows to promote the Association.

A meeting of ARC members and Division Superintendents was held earlier this year at the Entrance on the Central Coast. David Howarth our last president, started these meetings to try and make our Region more united. We will continue to try and hold these meetings once every two years. All ARC meetings are now run using a conference phone system so that all divisions in the Region have a say in running the Association.

The big event for the year was the NMRA Region Convention held in Canberra by Division 2. Viv Brice the Division Superintendent was the Convenor and did an excellent job. The convention ran at a fast pace with clinics organised so that most attendees could get to just about every clinic. It was a friendly and very well organised event that ran like clockwork, with one of the best after dinner speakers I have ever heard. I would like to offer my thanks and congratulations to Viv and his team who organised the convention, the clinic presenters and those who opened their homes for layout tours.

The Division 7 meeting in January will be at the home of Michael Flack and will feature the completed Smugglers Cove Layout. This layout which many of you have seen in part was built by Michael and Geoff Nott at no cost to the NMRA to be exhibited in the museum at Old Sacramento. At this stage the Museum has not been fitted out so there is still a way to go but everything coming from the USA assures us this will happen soon. We will get pictures out as soon as possible.

Until next time happy modelling.
Ken Scales MMR
President NMRA Australasian Region

LIBRARY NOTES

By Paul Marrant



I am disappointed to report that we have still not been able to obtain the 50 odd dvds on clinic notes from the USA, it has been approximately 12 mths since the first request was made and after going through all the known channels we are at the stage where they (the USA) are looking at the cost to us. My intention for these dvds was to make a full set of copies for each division for their own use but with the chain dragging going on time has just about run out for that idea to be implemented which brings me to the next item which is that as at the end of January 2014 I will no longer be looking after the Library.

Come that time I will have had the Library for nearly 4 years and I feel it is time for somebody else to have a turn. Anybody that is interested please feel free to contact me and I will be only too happy to run through the pros and cons of the job with you, remember that time served goes toward your AP Volunteer points not to mention the satisfaction of doing your bit for the NMRA and your fellow members.

I would, if I may use this column to thank each and every one of the members who gave up their time on the October long weekend at Liverpool for the Kids Scenery Clinic. I have thanked each one privately and now I do it publicly THANKS GUYS, your help made the weekend the success it was. Numbers were down on last year by a considerable amount (580 in 2012) but we still managed approximately 420 kids, and a few adults. This year saw a lot of other things on the same time ,the Navy show, pop concerts, grand finals etc which more than likely was the reason for the reduction in numbers. In closing the organisers of the Forrestville Show in March have approached us to see if we will join with them for another weekend (2 days) of more fun and frolics get back to me if interested. I Look forward to hearing from you regarding either of the above subjects.

An excellent National Convention was held in Canberra from September 20th – 22nd inc. Congratulations must be extended to all the Committee responsible for this event for all their hard work in putting the weekend together. Particular thanks goes to the Div Super, Viv Brice. The clinics were of a high standard, the venue great and the layout tours showed a very high quality of modelling. The after-dinner speech on the Saturday night was a delight. I especially enjoyed the layout of Stephe Jitts, seen in Yass on Monday. This was a very interesting layout, especially from an operational viewpoint. Stephe is also to be congratulated on achieving his MMR. Well done, Stephe. Many of the Convention's support crew were delighted with the date selected for the Convention as it coincided perfectly with Floriade and many other events on in Canberra at the same time for the city's centenary.

Another item of news was the announcement by Charlie Getz, president of the NMRA, of the sale of the Headquarters building in Chattanooga. This item of news has been recently circulated by email but for those who may not have yet read this report, I will repeat the details. At the last Board meeting an

unsolicited approach to purchase our building was received from the Tennessee Valley Railway Museum, the organisation from which the land for the building was purchased. Finance Director, Frank Koch, was authorised by the Board to proceed with the sale of the building. This sale will free up funds for other areas of our organisation. Other premises will be leased in the same area at a rate that will be cheaper than the outgoings of the old building which was costing money due to maintenance and old age. As previously mentioned by others, none of the money raised by the sale will be spent on the museum in California which has been separately funded and in which the Smugglers' Cove layout, started by Geoff Nott and Michael Flack, will be located.

I would like to draw the attention of members to the cover story of the November issue of the NMRA Magazine. This cover and story relate to a lady called Renee Grosser who is featured along with her excellent "O" Scale model buildings. I feel it is time we featured and encouraged our lady modellers as well as all our lady supporters far more than we presently do.



Brendale Model Engineers Queensland Open Day

Always a popular venue when the club has it's running days with a variety of steam and diesel outline locomotives for patrons to ride on. These events are a great inspiration for young people to be introduced to model trains.

Photo: Bill Cox

Power to the Motor

Gerry Hopkins MMR

From the same clinic as "Momentum" Until you get asked a question, you do not think of writing something down - for the newbies. The question was asked "If you set the top speed of a loco to 30 mph, what happens when you try to pull a load up a hill? You cannot wind the throttle up any further will the loco stall?"

This question is asked by people who are changing from DC to DCC. On DC you need to "give it stick" to get the loco over the hill. In DCC decoders, the good ones with BEMF, you set the speed and the loco will stay at that speed up & down dale.

The voltage applied to the motor is a high frequency square pulse. The longer the "on" pulse, the more power applied to the motor. When you set the top speed to say 30 mph you are setting a reference for the motor control circuit to look at. When your loco is pulling a train at 30 mph the circuit is expecting to see the motor feedback equal the reference value. If it does not see the right value it will adjust the output until it does, that means it makes the "on" time longer thus holding the speed.

This difference between the command value and the feedback value is used to adjust the sound - you hear the chuff changing on the Tsunami. There are other CVs involved but the above is the basic idea of "Power to the Motor".

A TRAIN OF THOUGHT

By Ray Lucas

In 2009 I had written an article entitled "Reflections on expanding my layout" which was published in the Spring issue of MainLine 2009. In that article I highlighted the usual necessary determinates needed for building a large layout. However, I made prominent an issue that is rarely mentioned, that of looking after your most precious earthly possession, your health. Erik Bennett emailed me concerning my comment as being significant and pertinent to our hobby life but rarely referred to. I emailed him back and thanked him but made a statement to the effect that whether you consider your health or your wife as your most precious earthly possession (no offence meant ladies) depending on your viewpoint we are apt to not realise that both are precious. At the time I never realised how significant that comment would be.

In 2008 I was planning a large extension to my present layout, BN's Yellow Pass Subdivision. It was already 35 feet by 12 feet 6 inches, larger than many I had seen possessed by other members. I felt that it's width, narrow aisles and limited staging yard in particular were a handicap and decided to extend to a width of 27 feet by 35 feet thus making the layout 945 square feet in total area. The building extension I managed to complete by the end of the year and began working on my 'masterpiece' in January 2009. I tore out the old code 100 track from the early section and replaced it with Peco code 83 and 75, making my own points and widening the aisles going into the extension which created a mainline of 300 feet.

My Wife was happy with what had been achieved (you must get your spouse's approval of course) Everything was going well, my health was good, enthusiasm was high, I could not have been happier. The DCC system worked well, the trains were running, that was in December 2010.

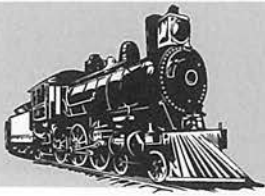
Then the thing that I had never expected to happen almost totally devastated me. In January 2011 my wife complained of dreadful ulcers in her mouth. Doctors treated the complaint but she became worse. I became frustrated and decided to take her to the emergency ward of the local base hospital. For the first time in my life I was totally shocked and horrified by the results of her blood tests that indicated that her condition was life threatening. I could not believe it and I was faced with the real possibility of losing her, the thought horrified me. She was the love of my life, we had spent 43 wonderful years together and had not long celebrated our wedding anniversary and she also had her 70th birthday. After a misdiagnosis of lymphoma, on the afternoon of 11th February she was told that she had melanoma and there was nothing that could be done for her. She died within the week on the morning of 18th February. I have never experienced anything as traumatic as this and it still brings tears to my eyes when I remember that week and her passing. It's effect on me in the intervening two years and beyond is impossible to describe.

The loss of one who you have loved for 43 years is gone and so has the affection, the romantic moments, the cuddles, embraces and kisses that reflected the closeness of our relationship with one another, all so abruptly finished. It is almost haunting to think that the words concerning your most precious earthly possession which I originally inferred applied to the health of the modeller (mostly males) and then the comment that I made to Erik has come back to bite me and bite me deeply. We need to reflect on how we look after our health but we also need to treasure the one we have united our lives with.



Queensland Railways BB18 1/4 number 1089 steam loco on duty for the Queensland 150 years celebration in 2009. The train is seen here at a scheduled stop on it's way to Stanthorpe. The Q150 train travelled the length and breadth of Queensland during the celebrations.

Photo: R L Taylor



Bennett Brook Railway Visit

By Rod Tonkin

In lieu of our regular July meeting, members and guests had the pleasure of visiting the Bennett Brook Railway, a tourist line running through Whiteman Park which is located approximately 20 km Northeast of Perth. Our genial guide, foundation member Ken Watson, welcomed us and took us for a tour of the railway. This included the workshops, the signal box and station at Mussel Pool, the station and signal box at Whiteman Village Station, and train rides to and from Mussel Pool and around the Bushman Loop.

Ken was knowledgeable and informative, outlining topics including the history of Whiteman Park; how the railway has

developed, including the acquisition of locos, rolling stock, buildings and track; an explanation of staff machine use for track occupation; the signalling system employed; and the future of the railway. His answers to members' questions were detailed and demonstrated a wealth of knowledge and commitment to this organisation.

Following a very enjoyable afternoon, many of the party converged on Alfred's Kitchen, a well-known Guildford establishment, to partake of delicious burgers and his 'world famous' (???) pea and ham soup.



ABOUT BENNETT BROOK

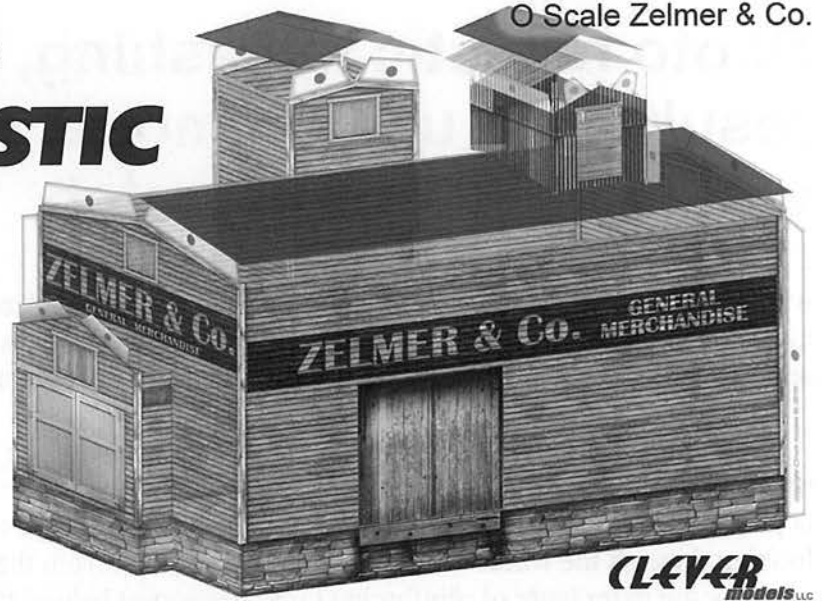
W.A.L.R.P.A was formed on the 26th of April 1976 by a group of friends who shared an interest in the lesser known narrow gauge railways of Western Australia.

Starting from small beginnings in a members backyard to the present day fully fledged railway operation based in Whiteman Park, the Bennett Brook Railway has come a long way since its inception all those years ago.

Today, BBR is the home of many relocated and restored ex W.A.G.R. buildings and signalling equipment from various locations around Western Australia. Our locomotive power and rolling stock has been gathered from railways in W.A., Queensland and South Africa and has been restored to operating condition for use on the BBR.

KITBASHING A PHOTO - REALISTIC CARD MODEL

© Scale Zelmer & Co.



Lynn Zelmer describes the techniques he uses to create convincing card models.

Readers of other Australian modelling magazines and followers of my Capricorn Sugar Rail Museum (CSRM, www.zelmeroz.com/csrn) will be aware that I have designed and built several Queensland prototype models using photorealistic card techniques. For the uninitiated, these models have been developed using optimized and scaled photographic images printed on card or paper, cut out and assembled. Multiple copies of timber siding, window frames, doors and other elements are assembled in layers to achieve a very realistic three dimensional model. For this model I used a 210gsm card print as a construction base, reinforced with heavier mat board or foamcore as appropriate, and a visible surface layer printed on [Epson] photo quality inkjet paper.

As part of my learning process I've used a number of the US-based Clever Models llc photorealistic kits and textures, initially downloaded 'freebies' and then purchased on disc (www.clevermodels.net). The process included assisting Clever with a modeling project, following which they named a new warehouse kit after me. I had provided suggestions for the structure and, while it took a couple of years for the kit to be developed, I received 17 pdf files (77.1 Mb) comprising the kit earlier this year.

Having received the kit files, including the computer-generated assembly drawing, I decided to do a trial build so that I could see what the structure really looked like. However my current modeling needs—remember that I mostly work with small dioramas and micro layouts—suggested that a background flat would be more useful than a relatively large building.

Building the Model

The kit includes a variety of door options, including the small annex shown in the assembly drawing. I've previously built other background flats and a slice roughly four scale feet in depth off one end of the warehouse seemed about right for this model. I left the annex off as its inclusion would extend the model too far into the module/diorama, and in any event it didn't seem appropriate for a Queensland structure. Using Adobe Acrobat and Photoshop I extracted the appropriate images from the kit files and prepared new pages (cut and paste) containing just the required components for my kitbash.

I decided to retain the cut rock foundation, although either a poured concrete or rendered brick foundation might be more appropriate for Central Queensland. After all, some stone is available locally and might have been used by a contractor building a warehouse for a small town merchant. However, the foundation prints in the kit all end at the building corners, whereas stones obviously extend around a corner. This was relatively easily resolved in Photoshop using a cut and paste technique, cloning some stones and modifying others.

Card model construction techniques and tips are readily available, including from the Clever web site and my published articles. I use a self-healing cutting board, a steel straightedge, a scalpel with a pointed blade and

Photo realistic kitbashing, in whatever scale, results in a unique model without requiring you to build from scratch.

white glue for most of my card modeling. My only non-standard technique, aside from the Photoshop kitbashing, is the use of the photo quality paper print for the visible surfaces. This results in a more realistic appearing model because of the crispness of the print as compared to one on a somewhat rougher card surface.

This is not the first model where I've included a view of the interior, but it is the first where I've used a photo of a building's interior for that purpose. The shelving photo was taken in a Caboolture Museum shop and is placed about two scale feet inside the window, with enough surrounds so that the edges cannot be seen while looking through the window. The window 'glass' is cut from the packaging for another model and is held in place by the extra layer of reinforcing (1/4" foamcore) behind the wall. The LED light is powered by a 3.2 volt 'button' battery and is turned off by removing the battery.

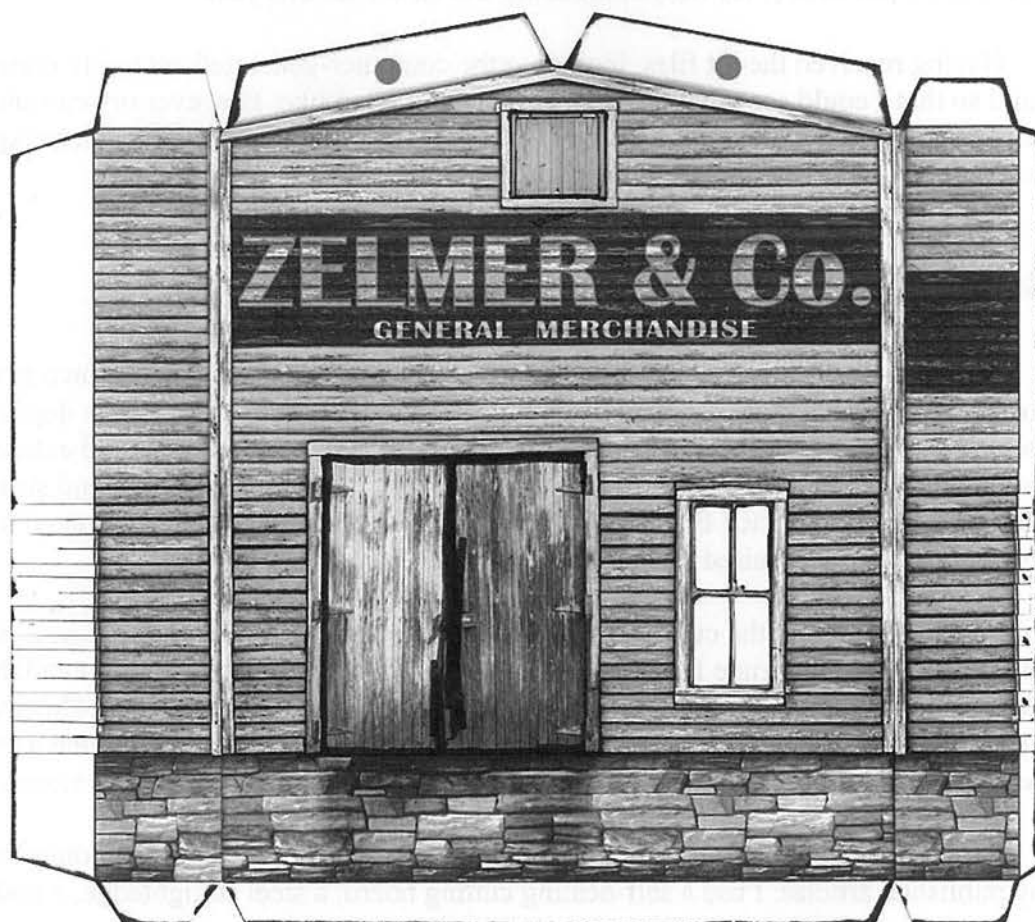
The BP and SGIO signs help locate the building in Queensland and come from the outside of the same Caboolture building which provided the interior photo. They were straightened and scaled in Photoshop before being printed on photo grade paper.

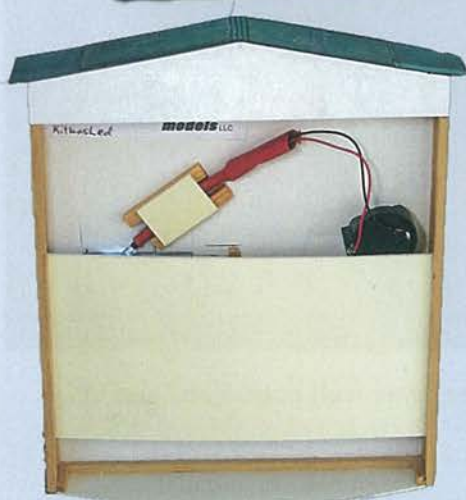
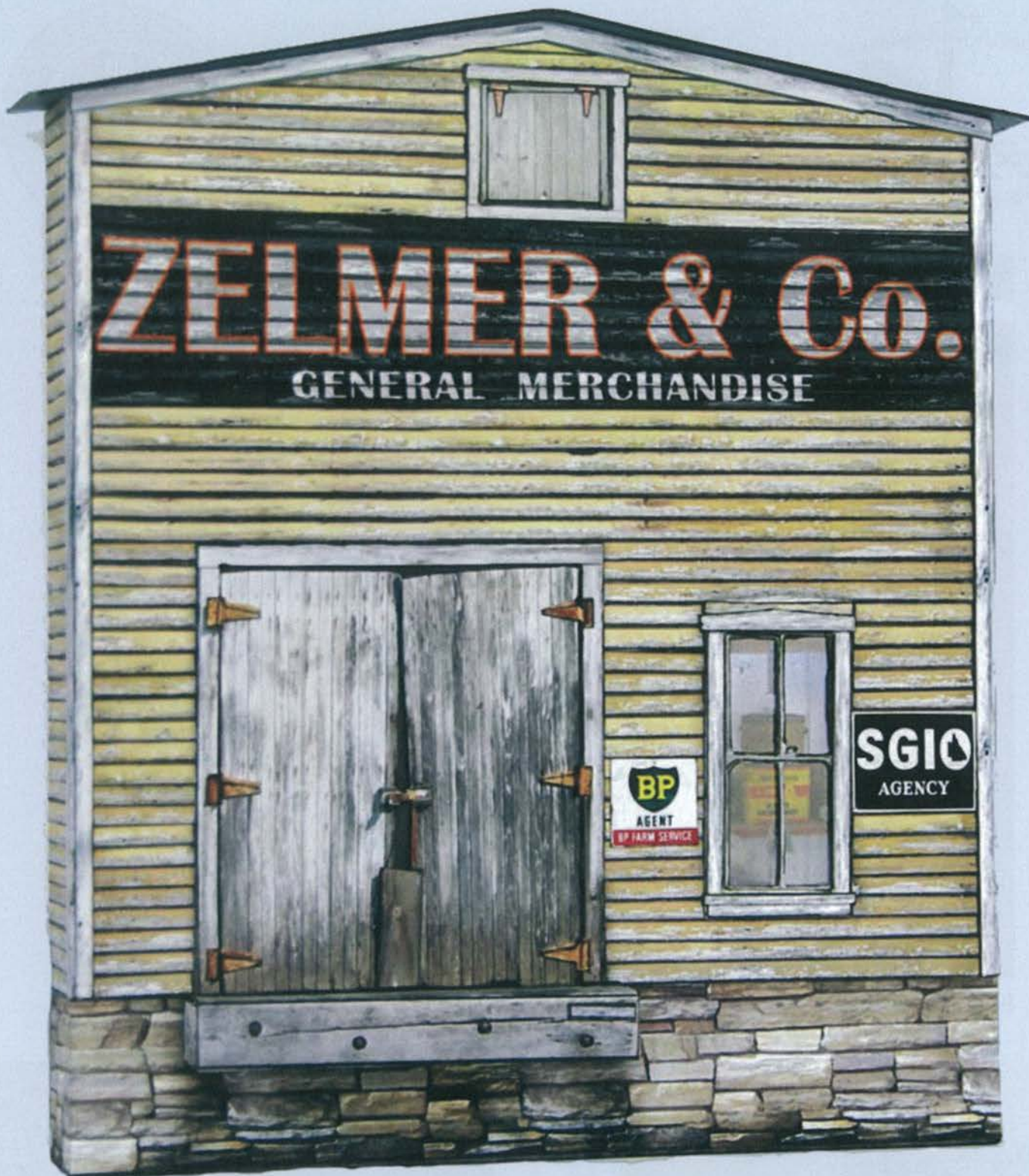
My model was built in O scale (1:48) but the techniques are similar for any scale. Card kits are typically available in several scales and can be reduced/enlarged when printing (print dialogue box) for other scales. It is more difficult to do individual board construction in the smaller scales, but photo quality paper prints with selected 3D details—perhaps just an extra layer of door and window frames—makes a very realistic model in the smaller scales. And photo realistic kitbashing, in whatever scale, results in a unique model without requiring you to build from scratch.

The Clever kits are available from their web site. The Queensland-oriented models I've designed (structures, QR camp wagon and miscellaneous items) and others from Jim Fainges are available as free downloads from the Modelling the Railways of Queensland Convention web site (QldRailHeritage.com/mrqc).

While I do have permission to use some of Clever's textures in my kits, the files for this kitbash will not be available from me as the kit itself will be available from Clever Models in the near future so you can do your own kitbashing.

Happy modeling, whatever your scale or interest!





The photo above is a good example of how effective this method is in producing cost effective and very convincing models using Lynn's techniques. The photo at left shows the method described in the text of how to light the building using LED's. The fact that LED's do not generate a lot of heat and use very little power means that this is a great way to light model buildings on your layout. If you have not had a chance to visit Lynn's website you should take the time to have a look especially if you are interested in narrow gauge modelling.

www.zelmeroz.com/csrn



The 2013 CONVENTION



Ken Scales MMR officially opens the 2013 NMRA Australasian Region Convention



Convention participants enjoying the Convention lunch.



The evening dinner was well patronised and very enjoyable.



The 2013 CONVENTION REPORT

By Viv Brice

Not since a mini-convention in 2005 had the ACT hosted a convention, and never the Region's annual event. As it turned out, the event was a complete success with almost nothing but positive comments received. The event was held at the University of Canberra High School, Kaleen, an establishment that over the years has become very friendly to model railroading. It is home to the annual CMRCI Exhibition, Canberra's largest model railroad event. It also hosts other model making events and is home to the CMRC club room. As a convention venue, it had few drawbacks – all clinic rooms were well separated from the circulating area, which was large enough for three vendors, two sideshow alley the tea and coffee area and base camp for the convention committee. The theatre was used as the main opening and closing area with the model and photo contests on the stage.

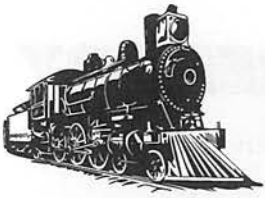
The event covered four days, from Friday 20 to Monday 23 September. Friday was supposedly devoted to pre-booked layout operating sessions but it proved the inability of model railroaders to read the program. Two of the operating sessions ended up with over 30 extra visitors who turned up expecting layout visits (which were actually scheduled for Sunday afternoon and Monday)! Not to worry; the hosts managed the situations with aplomb and everybody seemed happy.

Saturday morning and the convention proper was formally opened by our President, Ken Scales. After a little housekeeping spiel the clinics began and were generally of high quality. A Non-Rail program was also held, including a short tour of Canberra by bus, a guided tour around the Australian War Memorial followed by an afternoon of fossicking around the craft shops and galleries of Gold Creek.

Dinner was held at the Ainslie Football Club in a function room ideal for the numbers. While the food was not always up to scratch, the after-dinner entertainment most certainly was, especially after Gerry's and my presentations. Key among these was the Rick Shoup award to Ross Balderson for the best model of an Australian prototype (112 points) and John Baker Award for best USA Prototype went the George Paxon MMR for a Streetcar with 109 points. Master Model Railroader certificates were then presented to the latest two Australian MMRs, Paul Marrant and Stephe Jitts, our first MMR from the ACT! Finally, the President surprised us all by awarding me a President's Award for organising the Convention. This really represented not just me but the efforts of all those who had worked long and hard to make the convention the success it was. Our after dinner speaker was Mr Stephen Herrick, who regaled us with a series of hilarious tales about railways and the ACT, to the great enjoyment of all present.

Sunday saw a morning of more clinics for the railroaders and also for the non-rail program, ending up with the closing ceremony. A few extra awards were made here of 'In Appreciation' plaques to the convention committee, sideshow alley presenters, and especially to the first convener of the convention, who had run away to SA after only a couple of months in the job! Finally, Eddie Stavleu gave us an intro to next year's convention on the Gold Coast. For Sunday afternoon, a tour was provided for us of the local Railway Museum by the Australian Railway Historical Society, giving those who attended a great look at the restoration of the Garratt 6029. The convention petered out on Monday with more layout tours and while numbers were not up to the crowds of Friday, most owners were very pleased with the attendances.

Overall, the convention was a great success. Was it perfect; of course not but I hope we can all learn for future conventions. Thoughts for future conventions include grading clinics as most appropriate to beginners, long term modellers or masters, and perhaps having an overall theme. Clinic rooms need to be large enough (two of ours were a bit small). You can never have too many signs – I thought we'd put up plenty but some people still couldn't find their way around. Numbers were a little down on 2012 but we were a little further away from the Region's demographic centre – even then all states and territories except the NT were represented. We had several non-NMRA members and have attracted at least two new members!



DRIVING HOME THE GOLDEN SPIKE

By Kelly Loyd



On May 10th, 1869, The Central Pacific and Union Pacific railroads joined at Promontory Summit in the Utah Territory. Two locomotives waited face to face while a crowd of well wishers looked on as Leland Stanford drove home the final spike, made of gold, into the laurel wood crosstie signifying the completion of the First Transcontinental Railroad in the United States. This was the railroad that joined the East Coast to the West Coast and truly opened up the West in America.

No doubt anyone who is interested in trains and model railroads is familiar with the story of how that railroad was built and finished. How would you like a Golden Spike to commemorate building a model railroad? I wanted a Golden Spike when I finished my layout to an acceptable level and a careful reading of the requirements, along with an email to my local AP representative, Gerry Hopkins MMR, led me to apply and be awarded a Golden Spike Certificate. It was my first ever AP certificate and holds pride of place along with all the other AP certificates. Come along with me and discover how simple it is to qualify and maybe you already do qualify if you have a layout.

What exactly is the Golden Spike certificate and what does one need to do in order to qualify? To quote the NMRA National web site: - "The Golden Spike is the easiest, and for many people, the first AP award that they earn. It is designed to demonstrate familiarity with different areas of the hobby, rather than expertise in a particular area." That's rather a mouthful, so to put it simply, The Golden Spike recognises the fact that you have built a model railroad to a certain standard. It is easier to obtain than the AP certificates as the requirements are not as stringent for the Golden Spike. For example, most of the AP certificates require Merit Award judging of your work, where the Golden Spike just needs a couple of witnesses to verify the work has been done.

If you are going to build a layout of any type, be it an oval on a 4x8 plywood table or a 2x4 module for a module group or even a section of club layout, you might as well get the recognition for it and earn a Golden Spike. It is interesting to note that of the 19 Master Model Railroaders in the Australasian Region, every one of them has earned a Golden Spike and all of them earned before they completed their MMR certificate. I earned my Golden Spike before delving into the AP certificates and it certainly whetted my appetite to continue in the program.

So, you're either building a layout, thinking about building one, or have built one. What do you need to get the Golden Spike certificate? As with all AP certificates, it's worth a trip to the website to see what the requirements are. (<http://www.nmra.org/education/achievement/gold.html>) Let's look at those in order.

1. Display six (6) units of rolling stock (Scratchbuilt, craftsman, or detailed commercial kits). It's handy to read the text in yellow highlighting on all of the AP pages as it will help you with meeting the minimum requirement. You'll see this text a lot on the AP. The Program is not requiring exquisite hand crafted models taking months to complete. In the case of the Golden Spike, the models aren't even judged! "These models need to show a little more effort than a "shake the box" kit." – My 6 pieces of rolling stock were old Athearn blue box kits and a couple of Proto2000 kits. (figure 1/ figure 2 / figure 3) With the shake-the-box Athearn kits, I added some details and practiced weathering on them. That's handy for later on when I will go to weather an expensive freight car. I have already learned on a cheap one. I bet that you already have 6 pieces of rolling stock that could qualify. Or maybe you have some kits you've been waiting to build. You don't even need a layout for this part! Okay, terrific, you've got your six cars done! Let's look at the next part.



Figure 1 - Athearn Blue Box Ballast Hopper, weathered with Kadее couplers installed.



Figure 2 - Proto2000 Covered Hopper Kit - weathered.



Figure 3 - Athearn Blue Box Mechanical Reefer, weathered with Kadее couplers

2. Construct a minimum of eight (8) square feet of layout and construct five (5) structures (scratchbuilt, craftsman or detailed commercial kits.) Eight square feet of layout is a 2 foot by 4 foot module or just half of a 4 by 8 tabletop layout. Again, note there is no requirement on the complexity of the layout, a simple oval with passing siding would be enough, provided that it has ballast on the track and a basic level of scenery, grass, roads, buildings, structures etc. Comparing to my Golden Spike, I had my track ballasted and my roads put in with some basic ground cover and a few trees. Not enough for the Master Builder Scenery AP, but enough for this requirement.

Construct five (5) structures. You've probably got some structures you'd like to build anyway, why not give it a go? I used a DPM Movie theatre kit (figure 4), an American Model Builders Laser cut wood kit (figure 5), some Atlas Kits (figure 7) for my structures. The Atlas kits are a standard that have been around for a while. I repainted my Atlas kits and added weathering and details. Things you can think about adding, window shades, gutters, fire escape ladders, window air conditioners, roof vents. In fact, since we spend a lot of time looking at the roofs of our buildings, it's probably a good idea to add the detail anyway. Don't forget that bridges and trestles are also structures!

Now we're starting to get a railroad together, that wasn't so hard, was it? Now onto the Engineering part, don't worry, it's not complicated!



Figure 4 - Belvidere Hotel, Awnings, movie posters, sign, window shades, electrical box.



Figure 5 - American Model builders laser cut wood 2 story farm house kit.



Figure 7 - Atlas signal tower, painted and weathered.

3. Three types of trackage are required. These can be commercial track parts, you could lay out a track plan using Peco points and flex track. Turnouts, Crossings and grade changes all count or you can just install 3 turnouts. Well... if I was building an oval with a siding (crossing loop) and a spur track (siding) that would take 3 turnouts. In fact, it's hard to imagine a layout having fewer than 3 turnouts being interesting to operate, I have 37 turnouts on my layout and most of mine are Atlas Custom Line No. 6 or Peco Medium turnouts. There are also 4 handlaid turnouts, but they were not made for the Golden Spike. Those were for the Civil Engineering AP. I figure if I have to build it for an AP, I might as well use it on the layout!

You'll need to put your track on cork roadbed and ballast it. Ballasting is easier than many folks think, but it does require a little care and time. I find that when I ballast, I can pin the track and once the glue is dry, I can remove the pins completely and the track stays put. It also makes the track look like a railroad! Ballasting track is a skill you will use always so it's a good one to learn. I just finished ballasting new trackwork for my Scrap Yard. (Figure 9)

All installed trackage must be properly wired so that two trains can run simultaneously. If you are using DCC, this is pretty straight forward, just wire up the track as per the DCC manual. If you are still using DC, you need to make gaps in the track and have switches to isolate the blocks. One train can park in the siding and be isolated while the mainline train runs.

Provide one additional electrical feature. Such as powered turnouts, turnout indication, lighted buildings, etc. Once again, don't make this more complicated than it looks. Anything that you would power from the Accessory output on a train set would work here. For my Golden Spike, I powered my Atlas Turntable (Figure 6). It's been powered ever since; I cannot imagine having to turn a crank! You could just add some lights to buildings or maybe put in a level crossing flasher.

If you've made it this far, congratulations! You've got a great railroad up and running and you can score a nice Golden Spike certificate for your effort. Also remember that if you do this work on a club layout or modular layout you can get credit for your effort.

The best thing about the AP, aside from teaching new skills is that you can call on any member who has gone before for advice and help! If you need more assistance or have questions your local AP representative is available, just check out the contacts page.



Figure 6 - Atlas Turntable (powered) in service with locos waiting for duty.



Figure 9 - Latest addition to the layout, Scrap yard. Ballasted track July 2013.

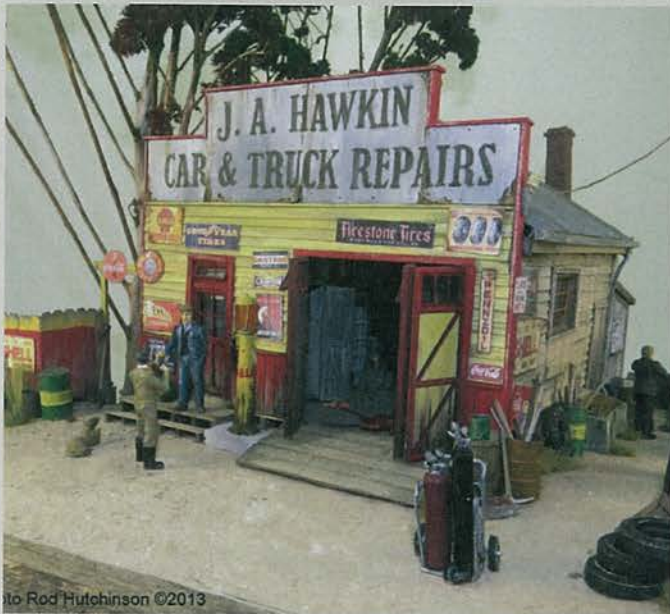


For more information on how to achieve your golden spike simply go to the NMRA website.

<http://www.nmra.org.au/region/contacts.html>

J. A. HAWKIN CAR AND TRUCK REPAIRS

Laurie Green's O scale model shows a great amount of interior and exterior detail that brings this model to life. The photos are from the camera of Rod Hutchinson.



THE Q150 CELEBRATION TRAIN JULY 2009

Photography: Bill Cox



DIVISION CALENDAR

QUEENSLAND- DIVISION 1

FOR DETAILS MARTYN JENKINS (07)5563 7554
Meetings start at 10.30pm 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 Rod Tonkin (08) 9309 5338 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

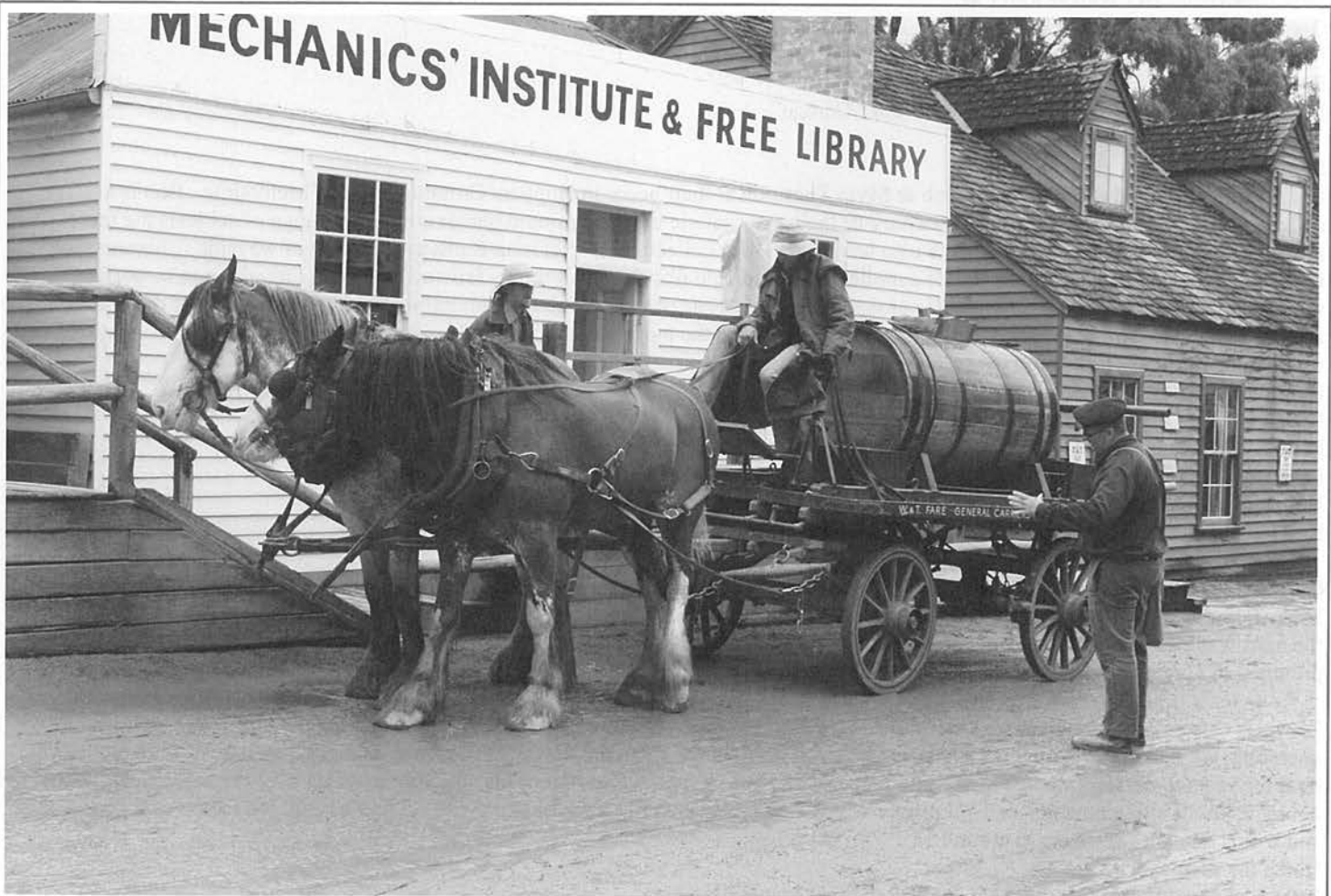
FOR DETAILS GERRY HOPKINS (02) 4329 0242
Meetings start at 2.00pm unless advised otherwise.

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.



Sovereign Hill in Victoria has always been one of my favourite places. There are not many museum where you can literally go back in time and almost feel as you are living the moment in history. Sovereign Hill was the inspiration behind my narrow gauge exhibition layout called 'Passionfruit Creek'. Photos like the one shown here are a great resource for modelling. It is these type of shots that can be a great help in placing figures and props in just the right position to get the best effect.

Photo: R L Taylor

AUSTRALASIAN DIVISION REPORTS

NMRA Meeting Report for Division 3 August, September & October 2013

August 2013

The meeting was held at the home of your reporter, Rod & Julie Hutchinson in the outer Melbourne suburb of Mooroolbark. Rod has a small diorama style layout, Regnans Tramway, which has been utilising fly-tying materials and carpet underlay to simulate the forest floor. Such interesting materials such as tree ferns made from umu feathers and pipe cleaners whilst reeds and tall grass are a mixture of moose, elk, deer and kangaroo hair, eucalyptus flowers, Woodlands field grass, duck feathers and bits of twigs.

Rod has been experimenting with radio control in the small HO_{N30} locomotives using the Deltang (UK) range of equipment, which is supported in Australia by Modelworks (Bernard Snoodyk). Rod gave a demonstration of the Deltang TX-22 transmitter using a 3.7v LiPo battery in each of the three locomotives. The TX-22 can control up to twelve locomotives, albeit one at a time. Motor voltage is limited by the number of batteries in series up to a maximum of 16volts. The RX60-22 can control 1 motor, 1 servo and 3 lights. The day was very pleasant with 18 members and guests enjoying a barbeque lunch either in the warmth of the downstairs rumpus whilst the ladies enjoyed the comfort of the lounge room. The most talked about up and coming event was the 25 ton B-class Climax No. 1694 being commissioned at the Puffing Billy Railway on the 8th September after a 10 year absence from the running scene. Many NMRA members will join the ride on the only operating 2'6" gauge Climax locomotive in the world. Countless others will record the event for posterity.

Items for display;

John Cracknell – HO Walker Rail Car
Geoff Truman – HO, Walker Rail Car, K & Y class steam locos
Peter Macdonald - O scale VR GY & M class wagons
Rod Hutchinson – Deltang Transmitter and Receivers
Laurie Greens – HO – Outback Models “Waller Garage”

September 2013

The meeting was held at the home of Bob & Myra Thornton at their home in Hoppers Crossing, west of Melbourne. Bob is a collector of books and his home is a repository of the more esoteric range of printed matter covering a range of subjects the mere mortal would not even be aware of. Bob also has a wonderful collection of Victorian Railways drawing of wayside structures which is available on DVD. He is an inveterate supplier of the rare and obscure in all things railways. The day turned out to be perfect, weatherwise, and around 16 participants enjoyed the camaraderie of model railways outdoors, soaking up the sun and discussing all things modelling. The run of the Climax locomotive earlier in the month was a popular topic, with everyone feeling quite chuffed that we had this unusual of locomotives on our doorstep.

Items for display

Laurie Green: O scale Scratchbuilt Dioram “Hawkings Garage”
Peter Macdonald: HO 4-6-4 Tank Loco frame
David Beck: OO Hornby “Terrier” 0-6-0
Neil Munk: On30 Davenport and a British 08class being converted to On30
Rod Hutchinson: 7mm Malcolm Moore kit, Miniature geared Motors

October 2013

The meeting was held at the home of Laurie & Rosemary Green in Sunbury, northeast of Melbourne. Laurie is a household name in the narrow gauge fraternity and a multi award winner in many railroad modelling competitions in Australia and the USA. Laurie is a principal of Outback Models which produces a range of structure kits in a number of scales.

Laurie is currently building a large On30 DRG layout takes up two rooms in his shed. Whilst Laurie is not known for railway operating, the number of structures and stock required for the layout can only mean that railway modellers will be in for a modelling treat for years to come. Laurie's layout room boasts the new layout, a museum of his structure building over the many years in the hobby, a laser cutting machine and 3D printer which was busily creating a petrol pump and oil bottle stand while you watched. A cold and windy day kept numbers to around 13.

Items for display

Peter Macdonald: HO Overland Models 4-8-4 Brass locomotive
Paul Ritchie: S scale Water tank and buildings
Laurie Green: O scale “Hawkins Garage”, HO “Waller garage” OO “Lynton & Barnstaple Shed.”

Rod Hutchinson,
Mooroolbark, Victoria.

DIVISION 3 PHOTOS



Photo Rod Hutchinson ©2013

Bob Thornton's O Scale Mamod Steam Engine

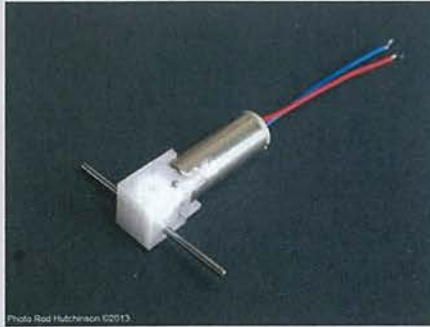


Photo Rod Hutchinson ©2013

Rod Hutchinson's Micro Gear Motor



Photo Rod Hutchinson ©2013

Neil Munck's O Scale davenport



Photo Rod Hutchinson ©2013

Peter MacDonald's 4mm Chassis



Photo Rod Hutchinson ©2013

Paul Ritchie S Scale Structure



Photo Rod Hutchinson ©2013

Laurie Green's Lynton and Barnstable Station



Photo Rod Hutchinson ©2013

Paul Ritchie S Scale Structure

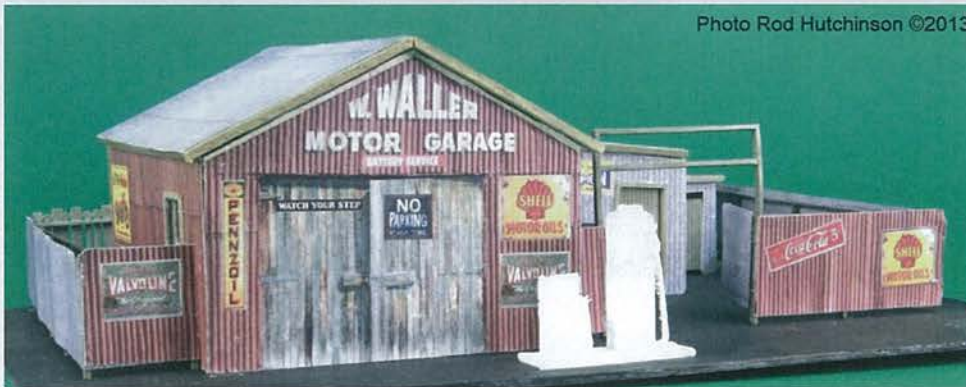


Photo Rod Hutchinson ©2013

Laurie Green's Outback Models Garage

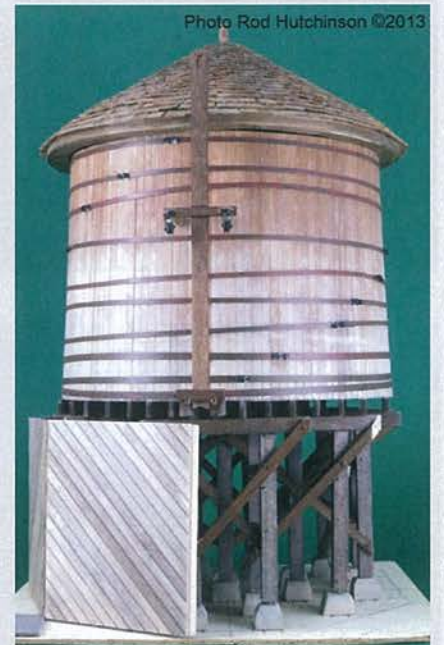


Photo Rod Hutchinson ©2013

Paul Ritchie S Scale Water Tower



Photo Rod Hutchinson ©2013

Peter MacDonald's HO 4-8-4 Overland Model

DIVISION 6 PHOTOS



James Tait (left) and Ray Applebee refining their soldering skills



Viewing Bob Reid's On30 layout are (from left) new members Connor and Craig Chidgey, Ray Brownbill (AP Asst Manager for SA), John Marsh and Ken House.



Some fine modelling and great backdrop painting as recently seen on Bob Reid's developing On30 layout in Adelaide.



Left: Even Scott Taylor's Army Reserve commitment could not keep him from a recent Div 6 NMRA meeting!



Left: When you are a 'tram tragic' like John Eastaff, getting another tram model is certainly worth a big smile!

DIVISION 7 PHOTOS



No Photo Captions supplied

AUSTRALASIAN DIVISION REPORTS

DIVISION 6 SOUTH AUSTRALIA REPORTS

The whole NMRA group came together for a visit to Bob Reid's developing On30 layout at his home at Brooklyn Park. Bob was the founding editor and publisher of the Narrow Gauge Downunder magazine (now managed by Gavin Hince in Melbourne) which achieved the milestone of publishing its 50th edition in July this year. We had a great turnout of some 21 members and a perfect afternoon on Saturday, 12 October. There were lots of interesting topics discussed including planning for 2014 meetings. Members confirmed that meetings next year will continue to be held on the second Saturday (of every second month) with the first being in January 2014. The group will continue to attend and support the AMR Exhibition and also the Noarlunga exhibition next year. The DECCA SIG group will continue to meet monthly in 2014 (and all NMRA members are welcome to attend) which means that, when combined with the general NMRA meetings, we will have a very busy schedule of activities during the coming year. There are two Xmas celebrations planned for later in the year. The DECCA SIG group will meet at Ray Applebee's on 24 November and the whole NMRA membership will celebrate Xmas at Ray Brownbill's home at Forreston (most likely for the last time) on 7 December.

NMRA Division 7 Monthly Report

The July NMRA Meeting was a Live Auction held on 6 July 2013 at the Epping Creative Centre, Dence Park in Epping. About 40 people rolled up and about 250 items were offered up for the auction. The auction started quietly but soon people got into the rhythm with a number of bidding contests on some items. Overall, some people scored some great bargains whilst everyone enjoyed themselves catching up and talking on various hobby issues. The auction finished about 12:30 pm so some people headed off while others sat around having lunch and more chatting.

In the business part of the meeting, Gerry gave details of the next few meetings and advised that the Berowra Waters Inn will again be the venue for the Christmas function as it was enjoyed by everyone over the last few years. Gerry also advised the Scenery Clinic will now be provided at the AMRA Exhibition at Liverpool and at Forestville next year as well as the Newcastle Exhibition in August. Gerry asked that anyone with Nandina prunings should save them and pass them to Gerry for use in these scenery clinics.

Overall, it was a great day for those that turned up on the lovely, sunny winter day.

NMRA Div 7 Meeting on 10 Aug 2013

The August meeting was hosted by David Garbutt at their home in Panania. 56 members took advantage of the beautiful winter's day to attend the meeting. David's young children showed the ease of using DCC as they controlled various trains on their home layout in the garage. Michael Flack also brought along a number of items from Geoff Nott's estate for sale and he was doing a brisk trade turning the items into cash for Jill Nott. Gerry Hopkins presented 50 year membership plaques to John Saxon and Jeff Lees. Fifty years of membership is quite an achievement so congratulations gentlemen. In other news, Gerry reminded everyone that the Division Seven Christmas Party will be at Berowra Waters again this year and tickets will go on sale at the September meeting. Gerry also publicised the Australian Region Convention that will be held in Canberra next month on 21-22 September (see the NMRA AR web site for more details). Gerry advised members to check out the education page of the web site and while on the web site, to check out the new NMRA shirts that are available for sale. Gerry and Paul Marrant also asked for volunteers to man the NMRA Scenery Clinic at the AMRA Liverpool exhibition and Gerry asked for volunteers to host meetings during 2014 as he has some gaps to fill in next year's calendar. At the appointed time, the ladies served a wonderful afternoon tea that was enjoyed by all.

The September meeting was hosted by Trevor and Lin James at their property at Mandalong. 44 members took advantage of the beautiful spring day to attend the meeting. Trevor models in the extremes with N scale and G scale models on display in a purpose-built train room. At the meeting, Gerry advised that Geoff Nott had been inducted into the Hall of Fame at the Narrow Gauge Convention in Pasadena in August. The January 2014 meeting at Michael Flack's place will be the last chance to see Geoff and Michael's Smugglers Cove layout on display. Gerry also displayed some samples of 3-D printing that illustrated the level of detail that can now be achieved by this manufacturing technique.

The October meeting venue was changed at relatively short notice from the Brewongle layout near Bathurst to a meeting at the Novocastrian Model Railway club in Newcastle. The weather for the meeting on the 19th October was perfect for the trip up the M1 motorway to Broadmeadow Showgrounds. Jason was our gracious host at the Novocastrian Model Railway Club and he and his team demonstrated the great layout they are developing in rooms under the grandstands. 38 NMRA members turned up and had a great time. The formal part of the meeting was brief with Gerry reminding people to get their Christmas Party tickets as soon as possible as Gerry has to give final numbers to the venue on 12 November 2013. Gerry advised the next meeting is at Peter Lewis's place at Bradbury which will be more accessible for those living in the southern parts of Division 7. Gerry also stressed that the January meeting is a "rolling meeting" running from 9 am to 6 pm at Michael Flack's place. This is because parking is very limited in the area. This will be the last opportunity to see Geoff Nott and Michael's work on Smugglers Cove as this layout will be packed up and shipped to the USA for the US National Model Railroad Museum. Our Librarian, Paul Marrant, advised he will be stepping down as Librarian after four years in the job. He is seeking a volunteer to take up the role in February next year. During the afternoon, Gerry demonstrated the new TCS WOW sound decoder that he had connected to a decoder test box. The fidelity of the sound (and the volume!!) impressed everyone. In addition to the model trains, the showgrounds facilities were home to a very skilled wood turning group and a local pipe band. Members were welcomed by the wood turners who had an impressive display of wood turned items and a large collection of historic hand tools. Members also enjoyed the music from the pipe band although the band was reluctant to provide requests.



Decca SIG News

By Rod Tonkin

DECCA SIG

In recent months the Adelaide-based DCC group has met on three occasions and details of meeting activities are reported by Max Wright below.

25 August 2013 - Considering the number of members on leave at present, it was great that 9 of our 13 members were able to gather at James Tate's home in Hillcrest for our August meeting. It was with pleasure that we welcomed our newest member, Geoff Chatwin. A general discussion led off the meeting. It was felt that we needed a fresh direction to revitalise the Group. So, we have decided to venture down the path of computer control; gradually morphing the DCC display layout into full detection. John Marsh has some experience in these areas and will present a variety of options for us to examine at the next meeting. It's envisaged that we will attempt to include as many different detection types as we can on the layout and run them through some software such as Railroad and Co. Exciting times ahead for the DECCA SIG in SA!

Following that discussion, we looked at the DECCA library. As it is not supported by borrowings any more, we agreed that we should offer the Videos, CD's and DVD's to David ORR to include in the local SA NMRA library and that the books should be disposed of. Hutch will re-publish a list of the books, so members can have first refusal on them before they go to the recyclers. With the proposed changes to the Adelaide AMR Exhibition held each June, it was felt by the members that we may not participate again in 2014, but look for different exhibition alternatives. It seems likely that the NMRA Div 6 members may well move in the same direction. We will look at alternatives for promoting DCC and the NMRA at the next few meetings. Noarlunga and SARMA both have excellent exhibitions and may be the beneficiaries of the change.

When we got down to business, we looked at a diorama built by Ray Applebee which showed a campsite complete with LED overhead lights, and a working fire with smoke. Much discussion, explanation and agreement took place regarding the building of the flicker free circuits for the caboose.

22 September - We met at Brian (Hutch) Hutchinson's home at Prospect. Attendance was good with some 12 attendees showing up. John Marsh gave a talk on detection system options and afterwards it was decided to continue using the Lenz detectors.

27 October - Ray Applebee's hosted this meeting at his home at Salisbury Downs and once again we appreciated the hospitality provided by Ray and his wife, Marcelle.

We covered quite a few areas during the afternoon including -

- fund raising for the raffle.
- Hutch is to recover our laptop, charger and bag which had been on loan.
- James to check out the rubber backed mats for floor coverings at exhibitions.
- Geoff to commence work on a DCC clinic for the public to be held in July 2014 following the AMR Exhibition.

We then adjourned to examine the display layout and agree the range of works needed progress it's development. Overall, a very enjoyable and productive afternoon was had by all.

Broken Hill Rail Yards and Town

Panorama Photo by R L Taylor

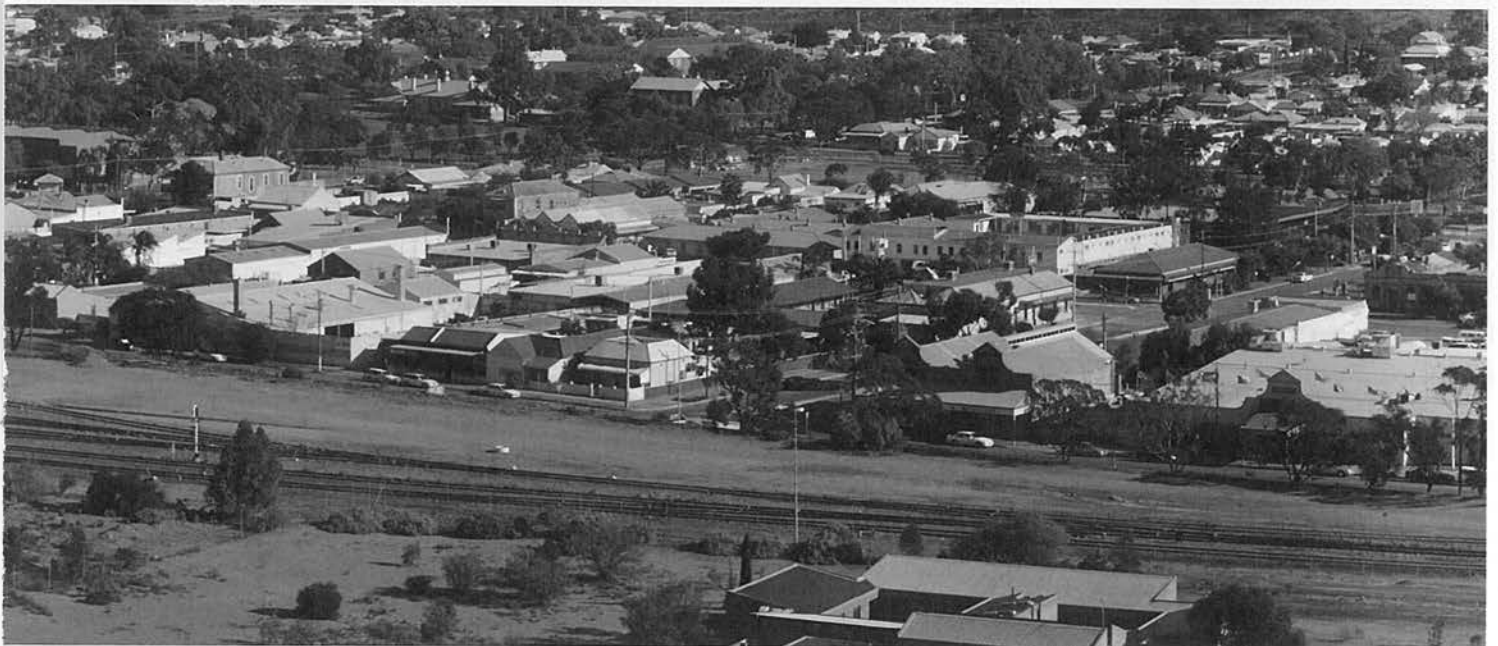
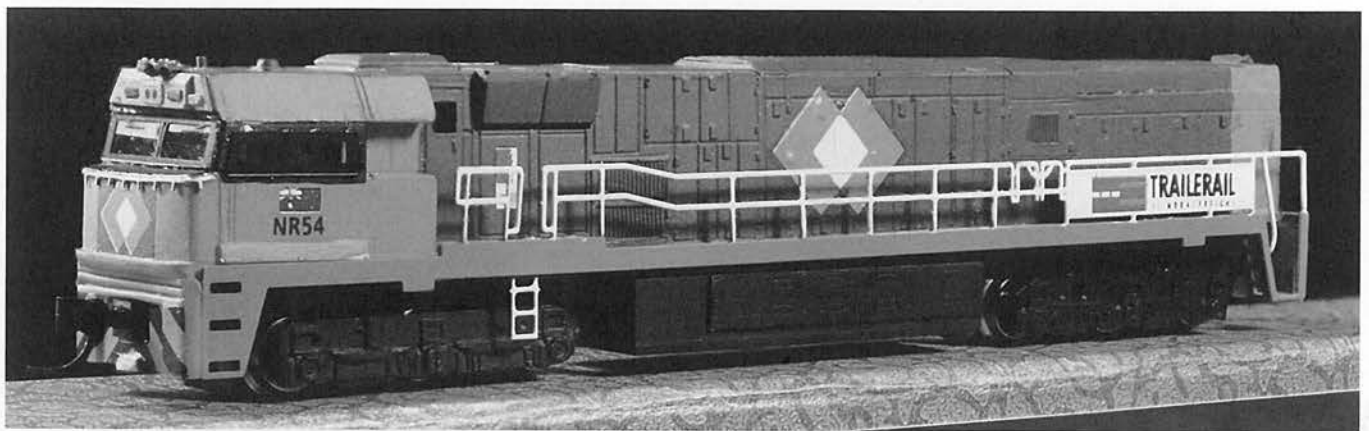


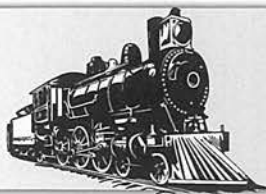
NMRA SIG News

EXPRESSIONS OF INTEREST WELCOMED

We are seeking expressions of interest from anyone who would like to join a new Special Interest Group that encompasses modelling Australian Prototypes in N scale under the name of *Oz N scale SIG*. At this point we have two Brisbane based participants and we are keen to develop a network of fellow modellers within NMRA who are interested in Australian N Scale. It is important to note that you must be a member of NMRA to be involved in this SIG. Personally I would like to see the SIG develop as a national group with state based meetings and therefore would welcome enquiries from other states to help develop and co-ordinate the group. If you are interested please feel free to contact Robyn.

editor@nmra.org





RAILFEST 2013

By Rod Tonkin

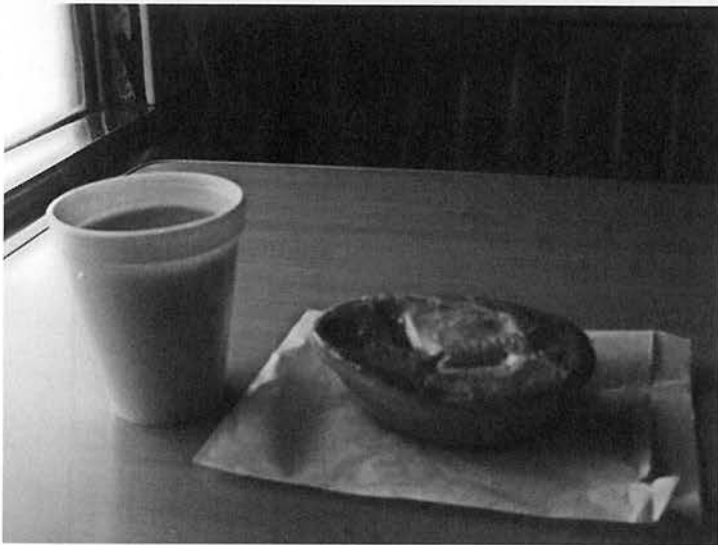
Rail Heritage WA's open day at their Bassendean railway museum was held this year on the 13th of October. The day dawned bright and sunny, a pleasant change from the wet spring Perth is experiencing. The museum is home to a large collection of locomotives and carriages, buildings and equipment from Western Australian Government Railways and private railways plus the Western Australian Model Railway Club's extensive model railway. As well as the museum exhibits on, show space was available for traders offering railway memorabilia and model railway equipment. The rolling stock on display includes an example of WAGR's last class of steam locomotives the V class 2-8-2s. The V class were ordered from Beyer Peacock in Manchester but due to volume of business their construction was sub contracted as the builder's plate of 1220 shows to Robert Stephenson and Hawthorn of Darlington. The coach used to transport gold bullion from Kalgoorlie to Perth for refining has been fully restored. This coach is a far cry from today's bullion transport in the cargo bay of the airliners returning to Perth. Some of the preserved carriages were open for inspection. The "Australind" buffet car was open for business. It brought back memories of lunches in the buffet car during childhood train trips. To relive those days, morning tea consisting of a cup of tea and a railway pie eaten seated in the buffet car topped off the morning.



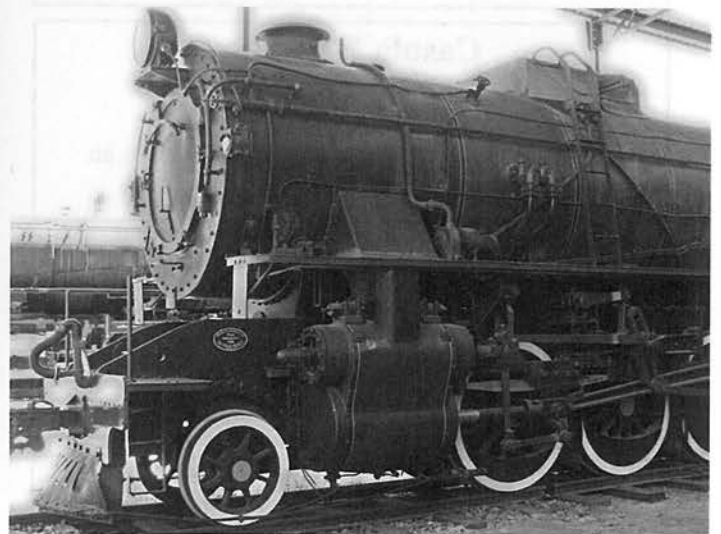
Bullion car used to ship gold from Kalgoorlie to Perth for refining



The traders carrying on a brisk business in the engine shed



You can keep "Masterchef" etc. A railways meat pie and a cup of tea in the buffet car is the real morning tea



2-8-2 V 1220 one of WAGR's last class of steam locomotives displayed in its attractive in service lined

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 0427 595 290
Email: givemeasign@bigpond.com
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

29 Kenley Cres, Macquarie Hills NSW 2285
Phone: (02) 4954 7632
Email: timesaverlayouts1@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

Shortline Trains

Mail order specialists

All scales trains & supplies

www.shortline.com.au
info@shortline.com.au
PO Box 2159, Bayswater VIC 3153

0416 115 220 (BH) / 03 9738 1800 (7:00pm - 10:00pm)

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

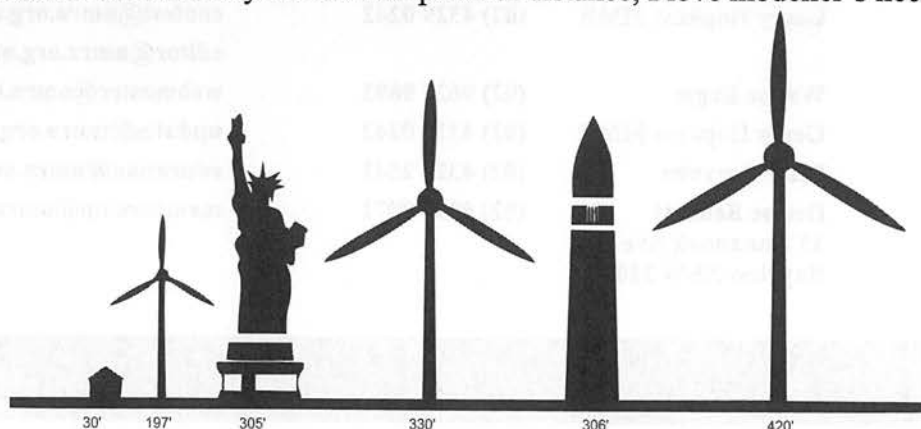
Email: sales@mrrc.com.au

www.mrrc.com.au



Wind Turbines are increasingly becoming a major part of the environment as we seek more alternatives to coal burning power stations. The surprising aspect of these wonders of modern technology is the sheer size of them. I recently decided to purchase a kit of one of these beasts manufactured by Faller for my next N Scale layout, I was amazed at the size of the model and had thought that it may have been an HO scale model in the wrong box. After some research on the internet it turned out that my model was correct. At just over 300mm in height this is quite an imposing structure and perhaps extremely large for my proposed layout. I may see if I can get something in a smaller scale and try for the deception of distance, I love modeller's licence.

Robyn Taylor



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) 4751 1596	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	(02) 5479 0339	graham@nmra.org.au
Member	Peter Burrows	(02) 4344 7439	peter@nmra.org.au
Member	Paul Morant MMR	(02) 4959 6683	Paul@nmra.org.au

DIVISION 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	Rod Tonkin	(08) 9309 5338	div4sup@nmra.org.au
Division 5 New Zealand	Kevin 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 Northern 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

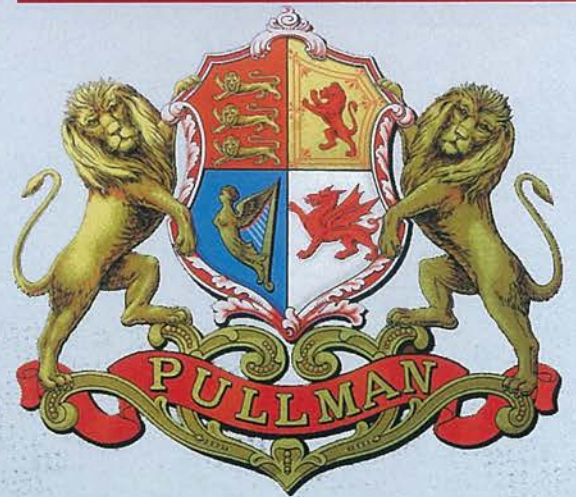
A P Manager	Gerry Hopkins MMR	(02) 4329 0242	ap@nmra.org.au
A P Asst. Manager VIC	Laurie Green MMR	(03) 9744 5188	apvicevic@nmra.org.au
A P Asst. Manager SA	Ray Brownbill	(08) 8389 1045	apvicesa@nmra.org.au
A P Asst. Manager QLD Nth	TBA	TBA	apviceqldnth@nmra.org.au
A P Asst. Manager QLD Sth	Laurie McLean MMR	(07) 5471 0212	apviceqldsth@nmra.org.au
A P Asst. Manager WA	Phil Knife MMR	(08) 9459 4506	apvicewa@nmra.org.au
A P Asst. Manager ACT	Stephe Jitts MMR	(02) 6226 5695	apviceact@nmra.org.au
A P Asst. Manager New Zealand	Allen Hare MMR	(04) 528 0210	cobain51@xtra.co.nz
Librarian	Paul Marrant MMR	(02) 4959 6683	librarian@nmra.org.au
Contest Chairman	Gerry Hopkins MMR	(02) 4329 0242	contest@nmra.org.au
Editor MainLine			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	Peter Burrows	(02) 4329 2541	education@nmra.org.au
Membership	Denise Bennett 33 Kananook Ave Bayview NSW 2104	(02) 9997 7971	membership@nmra.org.au

MODELLING INSPIRATIONS



The Art of

Railways



Photography by Robyn Taylor