

MainLine

National Model Railroad Association Australasian Region

SUMMER 2012

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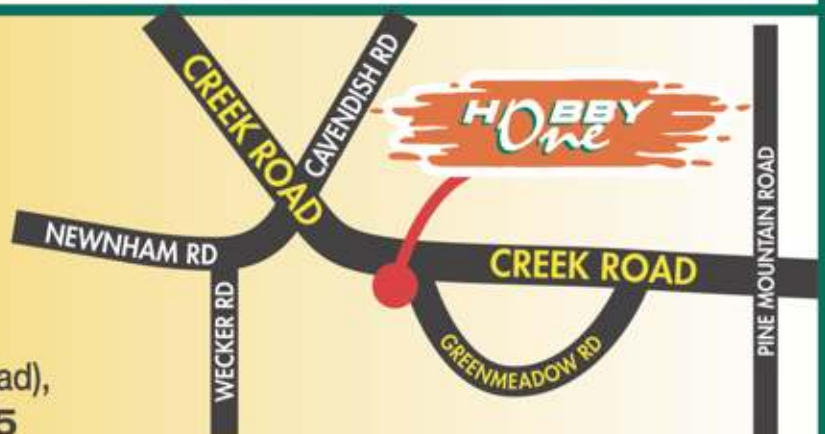


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CONTRIBUTIONS:

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 2013: 11 May 2013

* Spring 2013: 10 August 2013

* Summer 2013: 9 November 2013

* 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

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Cover Photo

A balmy summers evening in Ramsden and the trains are still busy moving people and goods. The lights of the station and local buildings are all coming to life and the local inhabitants are making their way home.

Ro Ramsay's extensive OO scale empire which has grown over the last 29 years. This amazing layout is a worthy feature for this special edition of MainLine.

Photo: R L Taylor

FROM THE EDITOR

Robyn Taylor

This special edition of MainLine has been put together with the help of some of my friends who are not members of the NMRA. This came about because when it was time to put this issue together we had little or no material to make up a magazine and this combined with the fact that leading into Christmas the deadlines for printing and distribution saw us run out of time. I guess the reasons for such an event are many but suffice to say that when I took on the role of Editor I had no reserve material available to call on and up until the Summer edition I was fortunate that there was a steady flow that I could use to put each issue together, unfortunately this seemed to all come to an end leading up to this issue.

We could dwell on this indefinitely but rather than give up we need to find solutions to avoid this in the future and after discussions with your committee we are well on our way to ensuring that there is a stockpile of articles for the future. This edition is a great example of what could be the future of MainLine with layout features and 'how to' articles designed to inspire and motivate. I have often mentioned that this is your magazine, it is about one of the most enduring and rewarding hobbies that was ever created, but, it needs your support by way of contributions. I can only apologise to all our members that we missed the Summer 2012 publication, however, I am sure that this special edition will make up for any disappointment, I look forward to

your feedback and moreover look forward to your contributions.

The feature article 'Ramsden' is a good example of how enduring this hobby can be. Ro Ramsay has been creating this wonderland of model railways for 33 years but has been in the hobby since his younger days, sharing the building and running of model trains with his father. In a time where we live in a throw away society it is quite satisfying to see that some things do last.

Until next time,

Keep on Training



My first model railway layout 'Greetham'

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On Life, experience and learning and of course model trains.

TOM BOYD RELATES SOME FUNNY EXPERIENCES AND LOOKS AT THE FUTURE OF OUR HOBBY

I remember the good old days of model railroading when our scenery was a handful of dyed wood shavings chucked on to a mix of paint and PVA glue and a few trees that looked like bottle brushes with some...yep you guessed it, dyed wood shavings chucked on to it. We shouldn't forget that wonderful invention dyed and glycerine soaked lichen that I think came from the forests of Europe and looked like bushes, it didn't look all that bad but it was difficult to glue down effectively and every time I used the vacuum cleaner on the layout I would spend the next two days recovering all the lichen from the dust bag and trying to wash it. All these things were part of our hobby and we have all experienced them in some way or other. I recall purchasing a bag of coloured wood shavings that were quite fine and the salesman saying that this was the latest product and would give realistic grass effects. I got home and couldn't wait to try this new product out and I had just the place for it, I carefully laid down a thin layer of PVA and then started to sprinkle the 'grass' over the surface. Well it was definitely a fine powder and it seemed to get everywhere including up my nose which started a sneezing fit that seemed to spread the stuff further afield, some did hit the target and I know that because the PVA turned green sucking the living colour out of the wood shavings. A trip back to the shop and it was suggested that I put the powder down on the board and then gently spray it with a water, detergent and PVA mix, that should work I thought and I purchased a suitable spray bottle and decided to give it another go. It all started well but then things seemed to go wrong, I pulled the trigger on the spray bottle and I am sure that the PVA mix shot from the nozzle with a speed close to terminal velocity resulting in everything within a six mile radius of ground zero being effectively flocked with fine green powder. Locomotives, rolling stock, buildings and even the cat who was asleep on the chair needed a good cleaning before they were eventually returned to their respective places, mind you the cat is noticeable by his absence these days.

You have to admit that there have been some great advances in the hobby over the years especially in the field of glues. We started out with simple things like PVA and Tarzan's grip and who could forget Clag, believe me that name is appropriate. My first cardboard model was built using superquick brick paper and I decided to use Clag to apply the paper to the cardboard, well, there was an exercise. The glue pot came with its own brush applicator which I thought was a great idea until I saw it, approximately the size of a witch's broom it was most likely designed to apply half a bottle of glue in one flick of the wrist which would have been ok if you were trying to build a carport for the Kingswood using old corn flakes packets but it was a bit over the top for scale modelling. The sensible approach would be to buy a more suitable brush for the job and that was found at the local art supplies, a flat bristled brush with soft hair had to be the answer...or so I thought. Everything laid out ready for glue....check....brush at hand...check... glue pot ready....check, carefully dip brush into glue and remove from pot..aaaggggh, there it was hanging on the end of the brush about 2kgs of thick claggy glue, damn I thought, this won't work. Another sojourn to my local hobby shop and it was suggested that using PVA would probably be better. I poured some PVA into an old saucer and carefully brushed an even coat all over the cardboard I put the brush in a glass of water and then picked up the brick paper sheet and making sure that it was lined up I laid the sheet onto the card and thought that was much easier, of course I then discovered that the PVA had dried out before I got the paper to it, except for one little patch that just had to be different and held the paper with such aggression that when I removed the brick paper for a second attempt a distinct hole was left where I did not want one.

My favourite in the glue arsenal would have to be Instant Super Glue the invention of the twentieth century that was promoted in television advertising as being

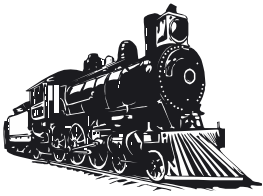
able to glue anything. Like many other modellers I saw this as the best thing that a railway modeller could ever have and ventured off to buy some. It is an amazing quirk of the television age that consumables of any type always appeared larger in the ads and such is the case with Instant Super Glue. When the product was laid on the counter I looked at it and wondered if the salesman was having a go at me but to my amazement that tiny little tube with a lid three times the size of the vessel that was supposed to contain the magic solution was indeed the real deal. Being a fairly practical bloke I asked the salesman how they managed to get anything into such a small container and the guy shook his head and politely asked for \$12.00, I won't go into the dialogue that transpired from that point forward but it was colourful. It is important to point out that this was at a time when fuel was 35c litre and a hamburger and chips would set you back about \$1.50. Needless to say I bought the super glue and have to be honest I was pretty happy with the results until that fateful day I left it sitting on the bench without the lid on and the glue took that as an opportunity to escape which it did all over my cutting board. My first mistake was to reach over and pick up the tube just as the phone rang, I picked up the phone..”Yeah mate, hang on I'll grab a pen” that feels sticky I thought as I grabbed the bic ballpoint from the bench..”Yeah mate, I'll see you there later”.. Then I tried to hang up the phone..that didn't work...I then reached over with my other hand to see if I could free my grip on the phone only to find that the biro had taken up permanent residence and wasn't about to leave, my immediate reaction was something like golly gosh what should I do now? Thank goodness the Missus is calm in these situations and she disconnected the phone from the wall and then asked me to hold it, what with I wondered, she bundled us all in the Kingswood and off to the ambulance station, what a sight that must have been, me the telstra phone three meters of cable a bic biro and “I'm stuck on you” playing on the car radio. So, how is it that Instant Super Glue is always instant when you touch it but not so instant when you are trying to glue two fiddly little parts together? It's one of life's mysteries.

I did enjoy visiting the model railway shows and here in BrisVegas our best one used to be the AMRA show at the Exhibition grounds. Amongst all these amazing displays resided some of the most respected railway modellers around and their experience and advise was always well sort after. For the most part the majority of these doyens of the hobby were happy to impart their knowledge on the unsuspecting novice using words and phrases that had me nodding my head in the hope that it made me look as if I understood what they were saying. Time moves on and we all gain so much from our trials and tribulations in this hobby of ours. What did occur to me the other day is how much of all this experience is now being lost because everything can be bought ready to go, buildings, locos, rolling stock, you name it everything is being made for us in China and we don't need to learn how to put a kit together or how to read a plan or super detail a model. I wonder what sort of things we will be reading about in the future, perhaps how much fun we had opening a cardboard box and sitting a model in place on the layout or perhaps replacing a fiddley bit that fell off a model. You can call me old but I have enjoyed my journey in this hobby and I have amassed an incredible amount of skill in things I never imagined I would ever learn and I still look at cardboard boxes with a view as to what I could make out of it not what I got out of it.



My version of a dog a log





LEARN ABOUT DCC

By Gerry Hopkins MMR

I presented a clinic a few weeks ago about CVs - how they are made up, what they do, and how they do it. At the clinic I was asked a number of questions, one of them was about "Momentum".

Momentum CVs

I presented a clinic a few weeks ago about CVs - how they are made up, what they do, and how they do it. At the clinic I was asked a number of questions, one of them was about "Momentum".

Momentum = Acceleration & Deceleration. The two values are in CV3 and CV4 and range from 1 to 255.

A value of "1" in CV3 means that there is a delay when the decoder moves from one step to the next - the delay is the same between all steps. A value of "1" is close to 0.087 seconds - not much - but multiply by 10 and it becomes 0.87 seconds per step - that's 24 seconds for the complete speed table of 28 steps.

Deceleration (CV4) works the same way - in reverse. Sound simple?

If your speed step 28 is set at 255 (this may be a scale speed of 120 mph) and you only use a maximum of 30 mph then it will take 24/4 to get to that speed = 6 seconds

If your speed step 28 is set at say 64 (this could be a speed of 30 mph) then to get to your maximum speed would take 24 seconds.

Power to the Motor

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".



NR 18 resplendent in the one off canary yellow IP livery awaits it's next roster at Acacia Ridge Terminal *Photo: R L Taylor*

CREATING ROCK

Ken Scales discusses two proven methods for creating rock effects for your layout using casting techniques and soft rock using foam rubber as a base material.

Making Rock Moulds

The moulds are made using latex rubber and Chux Superwipes. A coat of latex rubber is painted on a rock or a plaster casting of a rock. This is left to dry until the top of the latex rubber is touch dry. A piece of Chux slightly larger than the rock is placed over the first layer of latex rubber and another coat is painted over the Chux.

This can be repeated to make the mould more robust depending on how many rock castings you wish to make. Normally three layers of latex and two layers of Chux are sufficient. The mould should be left to fully harden for at least a week before using it with plaster. This prevents small pieces of soft detail rubber sticking to the plaster and reducing the quality of the castings. It is the small pieces of latex that get into cracks and crevices, which produce the fine detail in the castings.

To make the actual rocks we mix some casting plaster with water in a plastic container. The plaster should be added to the water and stirred gently to reduce air bubbles. You can also tap the bottom of the container gently to further reduce air bubbles, which spoil the castings. The plaster mix should be slightly sloppy so that it can be poured into the mould.

Spray the inside of the mould with water. Place the mould on a soft supporting surface such as a piece of cloth or a pile of sand and pour in the plaster. Let this set for a few hours and carefully remove from the mould. If you remove the casting too early the detail is lost. You can put the moulds on the layout wet and let them dry but this requires a lot more skill. If you want to do this practice making castings with the normal method first and graduate to putting the moulds on the layout wet. To determine when to put them on the layout wait until they become warm and the plaster is just starting to set.



Photo: R L Taylor

EFFECTS

By Ken Scales MMR

Photos such as those shown here are a great reference material when it comes to effective placement, colouring and detailing of scenic effects on your layout. These photos were taken at Murphy's Creek QLD and the one shown below is a good example of rarely modelled details such as the fig tree clinging on to the rock.

Editor



Photo: R L Taylor

Soft rock method

Soft rocks for this clinic will be made by two methods. The first uses Topcote Plaster, which is a premixed finishing plaster, used on house walls and ceilings. The second method uses gap fillers such as Selleys No More Gaps. Both methods produce different rocks. The plaster rocks are best for exposed faces and shelf rock. The gap filler rocks are usually best for making boulders, smaller round rocks and dessert rocks. However both methods work well for any sort of rocks.

The first step is to cut some artificial foam rubber. Latex foam rubber does not seem to work well. The denser artificial foam rubber is usually easier to work with. The foam can be initially cut to size using a snap-off knife with multiple snap sections extended.

To form a large rock face or rock shelf the foam is first cut laterally so that it becomes like a thin sheet trying to get a fairly rough-cut face. A rock size piece of the sheet is then cut with scissors. . Shallow horizontal cuts are then made in the rough-cut face about 10 centimetres apart. Do not cut too deeply into the foam. The edges of the horizontal cut are chamfered with a sharp pair of scissors. This should be done in a slightly irregular fashion. Small sections of foam are also cut out in an irregular manner with a sharp pair of scissors. Do not make the rock too big until

IDEAS NOTEBOOK

Take lots of photos of scenery details and landscapes that appeal to you so you can use these as a reference when it comes to working on your layout. Photos provide close to accurate colouring, texture and give a great insight into what nature can create. You might be surprised to find that sometimes things are incredibly ordered and almost appear to be created by the hand of man and in other places its as though chaos rules.

Matching colours is always a bit daunting but without reference material it should be considered near impossible.

Editor

you are comfortable with the process. After that the sky is the limit.

To make a boulder simply cut a cube of foam with either the scissors or the knife and shape it with the scissors.

To use the topcote plaster fill a cup with water and put some topcote into a small container with a lid that can be sealed. Dip a small paintbrush in water then dip it in the topcote and work it into the rock. Keep wetting the brush to thin the topcote as you work it in. You can dip the brush into black oxide or artist acrylic paints to colour the rock. Do this lightly and use the topcote to soften the colour. After the rock has fully dried (for at least 48 hours) gently squeeze it to add small cracks.

To use the gap filler use much the same method. Fill a cup with water and put some gap filler such as Selleys No More Gaps into a small container with a lid that can be sealed. Dip a small paintbrush in water then dip it in the gap filler and work it into the rock. Keep wetting the brush to thin the gap filler as you work it in. You can dip the brush into black oxide or artist acrylic paints to colour the rock. Do this lightly and use the gap filler to soften the colour. You can also use brown gap filler to make brown rocks and no colouring is necessary.

RAMSDEN

Come on a journey with us as we take a tour of Ro Ramsay's OO scale railway

Photography: Bill Cox and Robyn Taylor

Like most people who have entered the hobby of model railways my journey started with an O gauge Hornby clockwork set that my father had. Over the years the manufacturers began to produce reasonable quality models in a new smaller scale called Hornby Dublo which ran on three rail and offered so much potential for creating a good size layout indoors. It was around this time when my father gave up smoking and decided to put the money saved into model trains and the real part of our journey into this wonderful hobby began. The layout shown here was photographed in 1949 and although simple in it's design it was fun to operate.



It is good to look back on these photos and see where it all began and I am fortunate that we have these to share with you, however, this article is about Ramsden and how it has developed over the last 33 years, so here we go. I have often been asked about the name of the layout and it really couldn't be simpler it is a shortened version of Ramsay's Den which is my train room. Back when this layout was started the concept of Man Cave really hadn't been invented .



The author at the controls in 1953 at the age of 16

The sound of heavy locos and rolling stock clattering their way along the track is a far distant memory when compared with the quality of models available today. My dad was an inspiration when it came to modelling and he used anything he found to create the buildings and scenery items that adorned our layouts, something that has stayed with me to this day. The following images are from 1953 and show the original layout expanded with more buildings, track and scenery items added to the layout which made running sessions really enjoyable. Looking back on these photos it is interesting to note that a lot of the vehicles and even most of the rolling stock are now part of Ramsden and still providing enjoyment even after all these years.



The control panel- 1953

In 1980 after losing my Dad I was finding it hard to deal with his passing and my wife, Margaret, suggested that I should build a new layout that incorporated items from our collections and Ramsden was born. The room I chose was 25' x 20' and allowed me to build a model world that encapsulated the things I enjoyed. Both city and country scenes form part of the layout, but my favourite area is the city which has become quite busy over the years. I am unsure of the current population but it is quite extensive and definitely keeps the trains running in order to cope with the demand.

As Ramsden city developed the local authorities decided that a tram service was required and with tools in hand I climbed onto the layout and started laying track. This decision was not without it's problems as I discovered that it would be far too difficult to cut a path through the roadway to run the tram tracks so I came up with the idea of handlaying N scale track on top of the road surface keeping everything in gauge using an OO scale track gauge. Most plans often seem to self perpetuate problems and when I tried to run the trams around the newly laid track I found that there would need to be some modifications made before all was well on the tram circuit. Time and a few modifications have seen Ramsden's trams perform admirably since their inception in 1984.

My main interests in this hobby have always been the electrics and scenery. When it comes to electrics I have always had the attitude that if the layout doesn't work then there is no point in building it. The bulk of the electrics are quite simple with 28 block sections and electric point operation in areas where it is impossible to use any other method. Whilst on the subject of points, my father came up with the idea of using fishing line and curtain rings to operate points, although this may seem a bit

agricultural I am still using this method today and never have any trouble with it. The layout is operated with a number of different controllers including some that are hand made and a Hammant and Morgan unit, all quite old but still working incredibly well. The trackwork and points are mostly Peco which is also used outside in the garden portion of the layout, there is some Hornby nickel silver track as well. I have hand made some crossover points which became necessary because I could not get exactly what I needed. The most complicated of these was the tram crossover that allows the tram to venture further afield by crossing the mainline, as you can imagine it takes great skill to time the tram and the trains in order to avoid a collision.



Ro at the controls of Ramsden at the age of 75



An overall view of Ramsden gives a good impression of the size of the layout.



The buildings that form such a major part of the layout are quite an assortment of plastic kits and cardboard kits all of which have endured the ravages of time. My favourite building would have to be the Town Hall that stands proudly on the corner of tramway parade, although not being the largest building it is impressive with the ornate work that makes up the facade. The photo below shows how busy the town centre can be with two trams running and the double decker bus on it's way to Ramsbridge with a full passenger load.



My next favourite spot would have to be the loco servicing area where there seems to be an over abundance of locos on shed awaiting their next call of duty. The locomotive collection on Ramsden includes an interesting collection of models from various manufacturers, some as they were made and some that have endured modification to make them run better. With over 100 serviceable locos there is no problem finding motive power for the days roster. The beauty of having collected

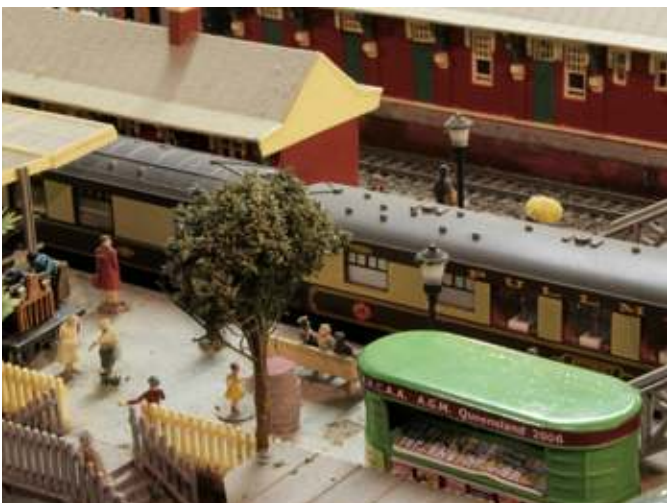
so much in the way of models is that there is always a plethora of spare parts to ensure the fleet will be repairable well into the future. My collection of locos and rolling stock cover a multitude of prototypes and allow me to run anything that takes my fancy, the curious thing is that nothing ever really looks out of place, it all just seems to work. I understand that some people are keen to capture everything in perfect scale or to aim for modelling one particular prototype or period and that is part of what the hobby is all about, but I am very happy modelling whatever I like and the result is that Ramsden is the perfect layout for this mix.

The small fettlers shed to the right of the picture seen below has some semaphore blades leaning against the wall that may be in need of repair or are just spares in case there is a failure on the system somewhere. Ramsden has semaphore and colour light signals as I am quite fond of both types and railway systems did run the two types together for some time during the transition to modern colour light signals. All the colour light signals are working and add greatly to the atmosphere of the railway when darkness falls. Most of the buildings on the layout are fitted with grain of wheat bulbs that run off a BUS that is under the layout, the voltage is half that required and this has meant that the bulbs have lasted for a number of years, in fact I can only recall ever replacing two or three.

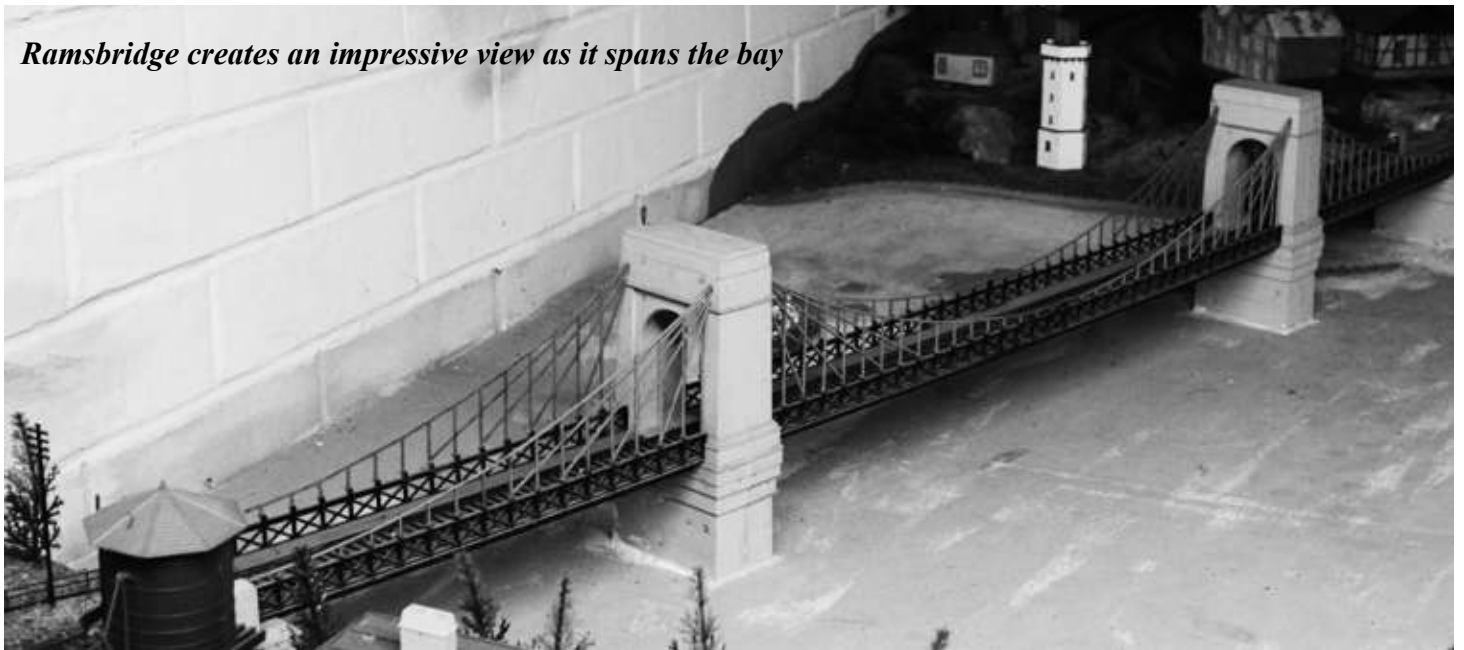
When it comes to rolling stock I have around 350 freight wagons and probably 250 coaches, again these are a mixed bag of manufacturers and prototype, however, it would be fair to say that most would be of British descent. Under the layout is an extensive storage yard where most are set up as trains and can be brought up onto the layout to do their turn of duty. Oh the joy of running a model railway.



SNAPSHOTS OF RAMSDDEN



Ramsbridge creates an impressive view as it spans the bay



A venture into the garden

An extension to the layout was completed that provided a small branch line terminus to enhance working the layout. This was fine until one day I realised that with a little work and the removal of a brick from the wall I could take Ramsden out into the great outdoors using the branchline track, a venture into garden railway modelling. Of course, the more I thought about it the more the idea appealed to me. Then one day when the wife was out shopping, I gathered my tools and began removing the brick, as you have read earlier things never are that easy are they? The wall was double brick and the job turned out to be a bit harder than I expected, but, undaunted I soldiered on and then Margaret arrived home. Hearing the noise downstairs she did what any good wife would do and investigated asking me what I was doing. The removal of one brick from the wall didn't seem to concern her too much so the project continued. As luck would have it I only needed to remove half a brick to gain sufficient clearance for the trains and at last we were free to get outdoors.

Time moved on and the garden portion of the layout progressed apace with various changes and improvements and then I realised that if I removed another brick from the wall at the other end of the layout the trains could go outside and return onto the layout. Of course Margaret again came to investigate and when she said "I thought you were only removing one brick" I was able to assure her that half a brick at that end and half a brick this end was one brick, needless to say I got away with it and the circuit was complete. Building a OO scale layout outdoors is not an easy task particularly in Queensland where the temperature range can go from high 30's centigrade to as low as 1 degree and our sun is unforgiving. The use of Peco track and points seemed to work and served me well until recent years when a couple of heart attacks meant that I was unable to maintain the garden portion of the layout. Be assured that OO in the garden is not impossible, in fact it is very achievable but it does require a lot of maintenance and careful planning to get the best result and remember that if it is low to the ground that as you get older the distance down is proportional to your age, the next thing is getting back up once you got down, but that is another story. Although it can be sad to have to let go of something you are passionate about the garden venture was lots of fun, to see it deteriorate is a little disappointing but the pleasure I had running outdoors was something that I will always remember.



The funny things that happen

Ramsden is not without it's share of stories that are great fun to reflect on, I recall one day when we couldn't find our cat, searching everywhere just made us even more concerned that something may have happened. Everyone deals with these sort of events in different ways and I decided to ease my worry and opened up the train room and set up a couple of trains. The first train of the day was the express passenger to Ramsbridge and as it pulled out of the station and gained momentum I watched as it as it ran full speed into the tunnel, without warning all hell broke lose as the top of the mountain popped up into the air closely followed by our beloved cat. Over the years the first train of the day has always managed to flush something out of the tunnel, tarantulas, blue tongue lizards and a couple of moths have all been finding some sort of security hiding in the mountain blissfully unaware of the dangers of hanging around on my railway tracks.

I have always found it a bit uncomfortable climbing around under the layout working on the electrics. One particular job I was working on seemed to be more involved than I expected and I was looking around for something to make the job a bit more comfortable. My salvation came in the form of a spare single mattress that we had, so I seconded it for my purpose and laid it under the board, climbed in and it was very comfortable so much so that I ended up falling asleep for a couple hours. Needless to say this has happened a couple of more times since. My friends and grandchildren who visit for running sessions or

always good fun with lots of great banter and of course, the running of trains.

The future

With a layout such as this there are always so many things that can be added, changed, repaired or simply tidied up. Ramsden has been a living creation and I am very proud and happy that it has been a part of my life. Time does weary us and my health issues and age have a bearing on how much more is achieved but when all is said and done Ramsden does work every time the controls are turned, trains run and lights go on and off and you really couldn't ask for more. Writing this article and looking back over the history of my involvement in the hobby has been rewarding, a trip down memory lane spanning such a large part of my life. I have indeed been blessed with a wife and family who accepted my particular form of modelling madness, thank goodness they have never found a cure for it! I am thankful for being given the opportunity to share my experiences with your readers and hope that you enjoy reading about and taking a journey on Ramsden.

Ro Ramsay

"The things that promote longevity are virtue, strength, health, happiness, and joy and most likely also include a goodly dose of Model Railways"

Robyn Taylor



The business end of the layout with the switches, controllers and lighting controls

SOMETHING NEW

LOCOMOTIVE BELLS, turned brass, O gauge, mounted..	40 cents
A CORRECT SCALE O GAUGE ROOF SECTION FOR PASSENGER CARS, whitewood, per inch.....	2 cents
FLOORS FOR PASSENGER CARS, whitewood, per inch..	1 cent
ROOF SECTION FOR OO GAUGE, whitewood, per inch..	2 cents
FLOORS FOR OO GAUGE, whitewood, per inch.....	1 cent
SOLID BOX CAR SECTION OO GAUGE, whitewood, per inch	2 cents
OUR ILLUSTRATED MODEL RAILWAY CATALOGUE, 14 PAGES.....	35 cents
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EGOLF SCALE MODELS, ILLUSTRATED LIST.....	15 cents
THE THREE CATALOGUES IN ONE ORDER.....	70 cents

The American Model Railway Company

111 FRANKLIN AVENUE

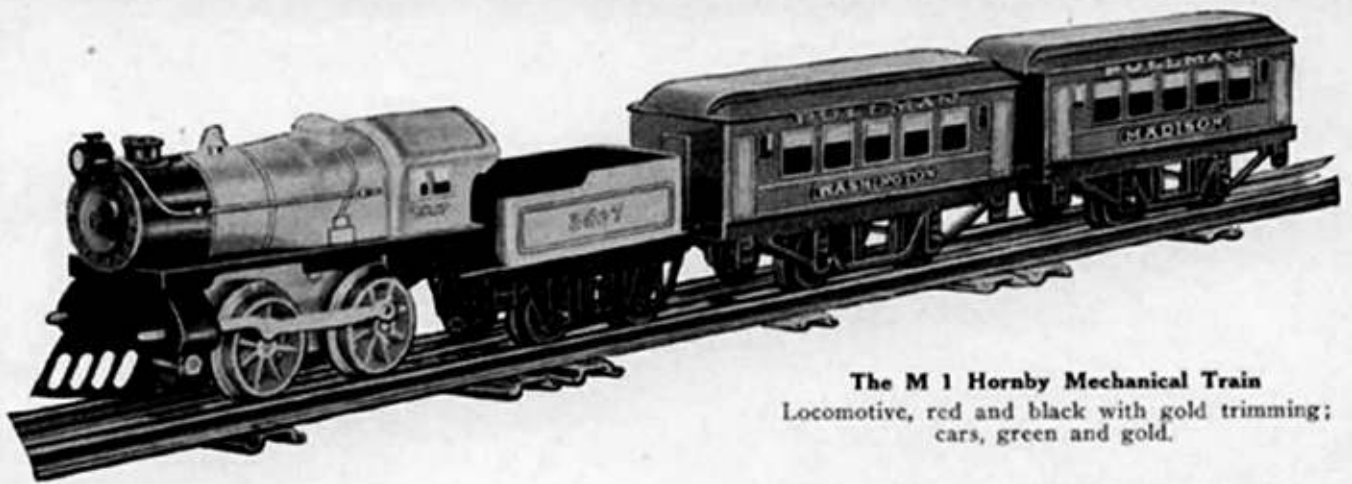
NEW ROCHELLE, N. Y.

TRACK FOR MODEL TRAIN IS FLEXIBLE

STRIPS of flexible track, just introduced for model-railroad use, can be twisted and turned in almost any direction to make loops, bridges, sharp curves, or steep grades. Made of small, interlocking rail segments held together with coiled wire, the metal track has realistic wood ties and can be rolled up for storage. The new O-gauge equipment, manufactured in four and six-foot sections, can be used with conventional model-railroad accessories.



Model-railroad track made with jointed rail sections and wooden ties

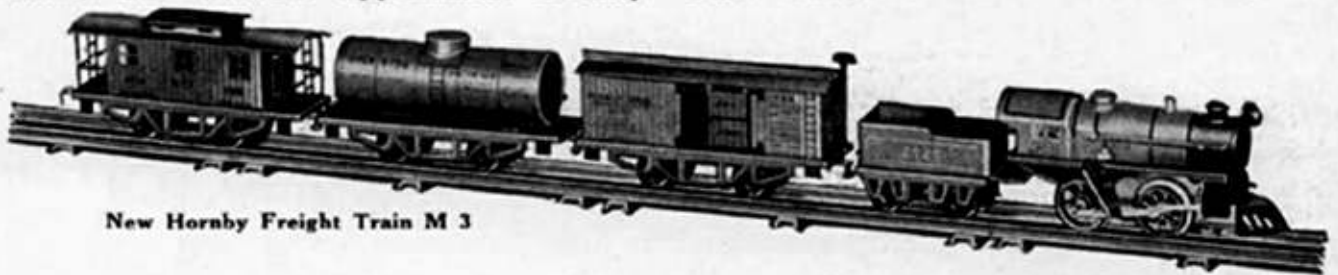


The M 1 Hornby Mechanical Train
Locomotive, red and black with gold trimming;
cars, green and gold.

HORNBY MECHANICAL TRAINS

High grade mechanical trains do sell, and in quantity. This was proved conclusively by Hornby Mechanical Trains last season. With their rich coloring, beautiful finish, and realistic appearance Hornby

splendid achievement for the first season. 1928 will see a big increase in the range of the Hornby Lines. An assortment of freight cars will be introduced, including Tank Cars, Box Cars and Caboose, and



New Hornby Freight Train M 3

Trains made a strong appeal, and backed by the remarkable performance of the powerful steel locomotives they sold well. In fact, in some stores Hornby Train sales exceeded those of any other mechanical trains—a

these will be practically scale models of the same high grade Hornby standard. There will be a number of new accessories that will greatly round out the line, and a sound advertising campaign will be undertaken.

We cordially invite you to visit our New York Salesroom during the Toy Fair. We have an interesting proposition to present for 1928.

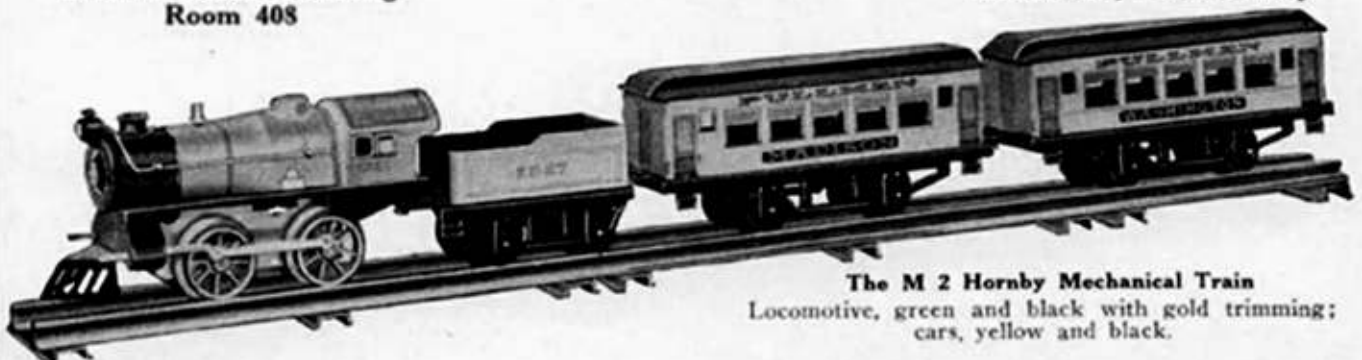
MECCANO COMPANY

INCORPORATED

Makers of Hornby Mechanical Trains

New York Showroom
Fifth Avenue Building
Room 408

Head Office and Factory
Elizabeth, New Jersey



The M 2 Hornby Mechanical Train
Locomotive, green and black with gold trimming;
cars, yellow and black.

I'VE SEEN THAT BEFORE

By Kimball Thurlow

Kimball investigates the carriage of wine on the world's railway systems



NTFF 3453C McWilliams Bros No.3 tanker in Cootamundra in 2002.

A. Browne

As you sit quietly with your barbequed sausages, or your steak and 3 veg, raising your glass of red to your lips, little do you realize that you have probably seen this before.

Six months ago, on that chilly July morning (in Australia), as you sat waiting for your daily commute to Sydney, the dirty old bogie tanker that passed through on that freight train contained that very same glass of red. Yes I know it just looked like any diesel or fuel tanker, with no overt markings or signage to say it was any other. But McWilliams, that redoubtable vendor of fine Australian wines knows that to reach a consumer market, economies are required. One is transport in specially prepared and lined wagons.

If your real hobby is collecting wines, and model trains is either just a passing phase, or a secondary interest, why not incorporate a wine layout in your cellar. I know one gentleman who has a collection of over 300 different HO scale wine wagons. His layout runs around and through the racks of wine. All of this is behind locked doors, because he claims his wife has a drinking problem!

The following site contains information on the McWilliams wine tankers, and I also quote some text.

<http://www.nswrollingstock.com/NTFF.htm>

"Wine tankers are used to transport wine from the McWilliams, Yenda (Griffith) processing plant to their bottling and distribution plant at Pymont. The Sydney plant was moved to Chullora after the closure of Darling Harbour goods yard in 1985. They are attached to trains on an as required basis. They were a common inclusion on the twice-weekly Bowman fuel train (1327/3128) to Wagga and Griffith Speedfreights until mid 2005."

If you model American trains, there is no need to feel left out. The following images show that the Californian wine vendors also required economies in transport, but in this instance, they were far less inhibited than their Australian counterparts in displaying and promoting their brand names. I know that models of these are available ready to run from Athearn, Lionel, Atlas, and others.

This US wine tanker is a very popular model, made by a number of manufacturers in all scales.



The idea that not just tankers were used, allows you some freedom to replicate wine carriage on your layout. In America, Europe and Australia, box cars fitted with barrels internally were quite normal. Auscision recently made HO models of a car lettered for Orlando, another Australian wine brand. Let us assume that the real ones were fitted internally for wine transport. ACME, a model manufacturer in Italy, is currently doing quite a few Italian tankers, and some 1950s box cars for wine. The model box cars have wooden barrels fitted internally, thus replicating the real cars to a very high degree.



The photograph below shows typical wine loadings in the era prior to WWI. They were wood barrels, often lifted by cranes when empty, onto specially prepared flat wagons.

Without knowing the complete history, I would say that many were fixed on the wagon permanently. This was known as a bi-foudre wagon. These wagons ran from the 1890s till well into the 1950s, when iron or steel wagons became mandatory.



European wine vendors also loved displaying their colours and names. Acme, AUPullman, Electrotren, JEP, Marklin, Sachsenmodell, Tillig, Trix, Jouef, and Liliput are names associated with the models of wine wagons.

The models below, are by Trix and Marklin. The one on the left was typical of wagons used from the 1890s into the 1950s. The one on the right was made of steel or iron, and these became common after 1920. It is lettered appropriately "Transport de Vins".

For an expanded look at European wine cars and their uses, see "Treni trasporto vino", an Italian forum that discusses this subject.

http://www.marklinfan.com/f/topic.asp?TOPIC_ID=1461

Here is a modern Liliput wagon, great for a late era modeller.

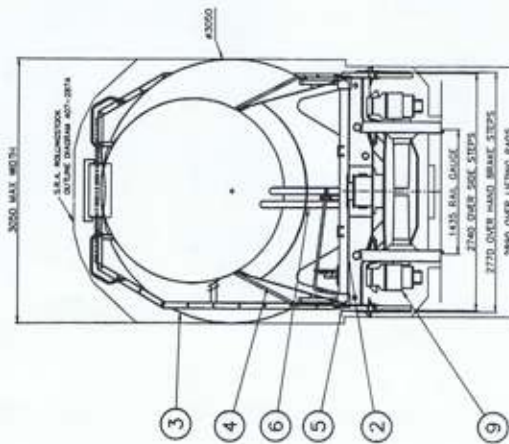
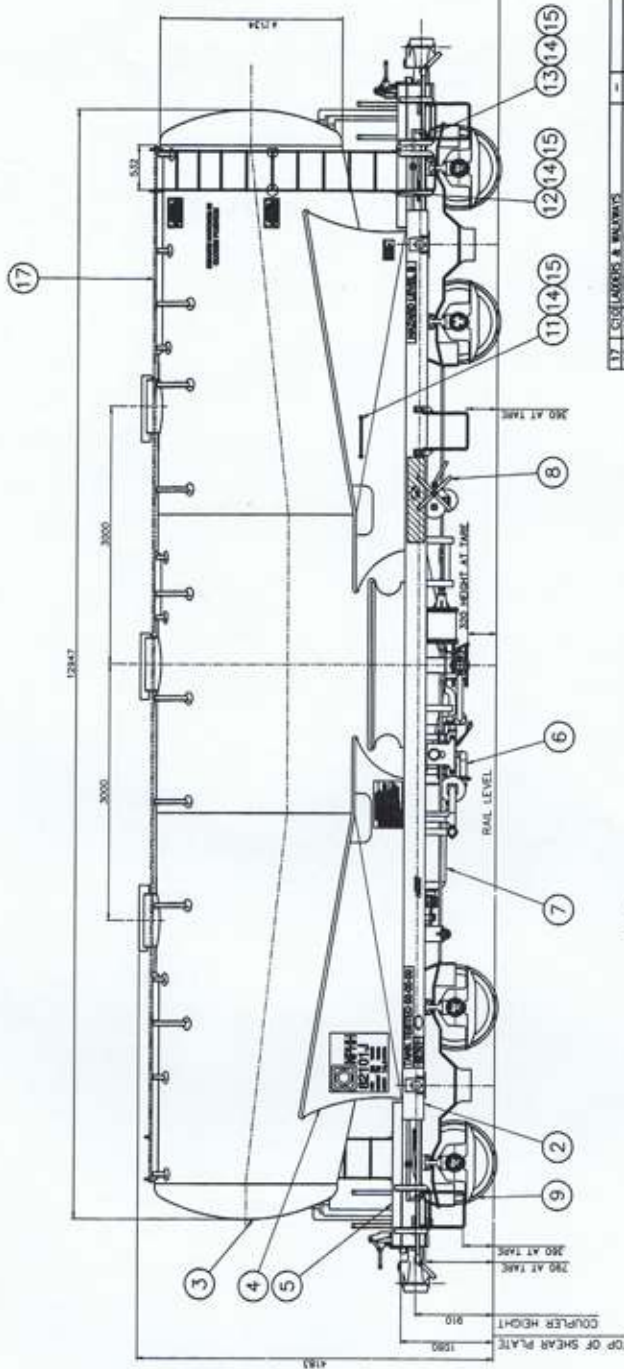
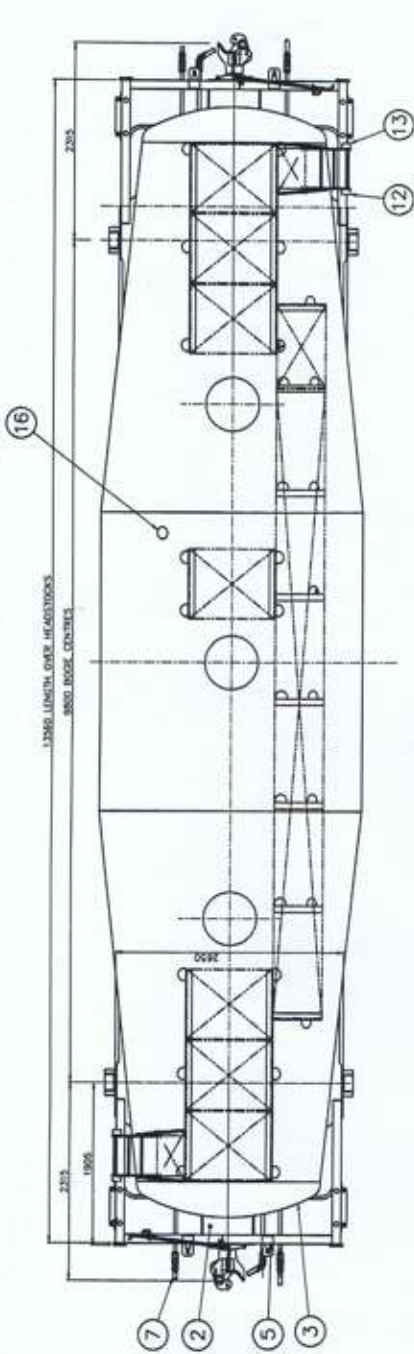
Wine tankers are still seen on European trains in many different forms, mostly bogie tankers these days, with specialist food transport firms such as ERMEFA prominent.



So when you raise your next toast, say with a wry smile "I've seen this before." And to enjoy your wine responsibly, why not do it best while running your trains. Just keep a few racks nearby.



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PRESSURE VESSEL
 DESIGNED TO AS1210-1989
 DESIGN PRESSURE = 240 KPa
 DESIGN TEMPERATURE = 65°C
 TEST PRESSURE = 360 KPa
 CLASS 2B CONSTRUCTION
 DESIGN REGISTRATION NUMBER : 4159 P95

- NOTES:**
1. ALL WELDING TO BE G.M.A.W. IN ACCORDANCE WITH AS 1554.1-1991 WELDING OF STEEL STRUCTURES. ALL WELDS TO BE FULL PENETRATION BUTT WELDS TO BE CATEGORY "3P" PER AS 1554.1 UNLESS OTHERWISE FULLY PREPARED IN ACCORDANCE WITH AS 1554.1-1991.
 2. REMOVE ALL SHARP EDGES.
 3. ITEMS 11,12&13 TO BE PLACED IN POSITION ON FINAL ASSEMBLY.

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3	1	CODE NPHH			
4	1	GENERAL ARRANGEMENT			
5	1	SCALE			1:50
6	1	PROJECTION			
7	1	DATE			
8	1	DESIGNED BY			
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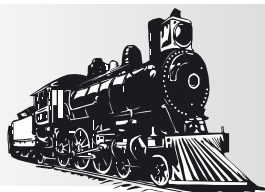
DRAWING LIST No. 110-871

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 DATE: 25/8/95
 DRAWN BY: W.P. EDMONDS
 DATE: 25/8/95

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Bruce Kersake's photos of two of the layouts at this years Brisbane Miniature Train Show in May. The show was well patronised with better than expected results at the new venue at Doomben Racecourse.



Modelling the National Rail RQTY in HO Scale

By Robyn Taylor

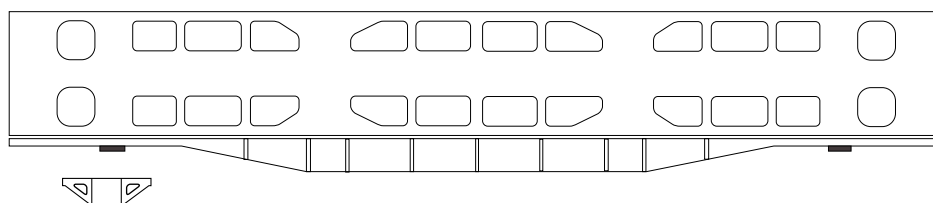
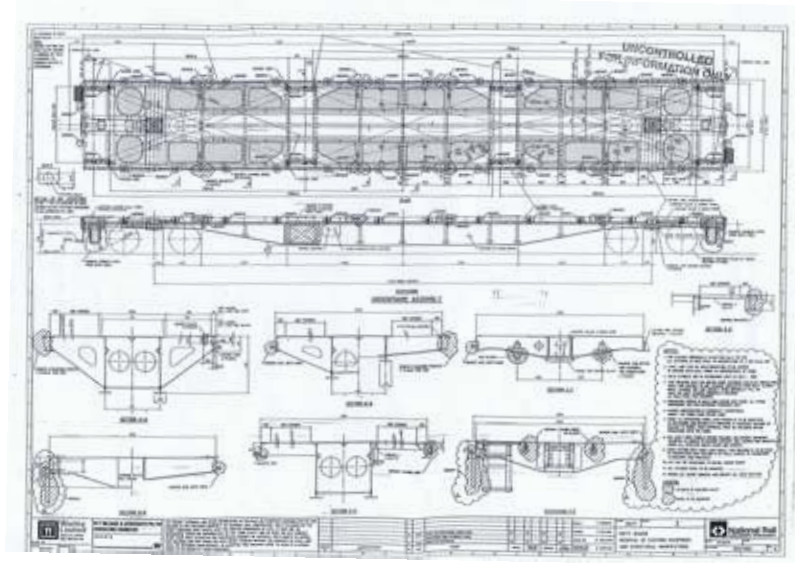


The Finished model painted and decaled and ready to enter active service

I have always been rather fascinated by the variety of container wagons that are running on Australian railways. The variations are staggering in their design. There is one wagon that captivated me and that was the National Rail RQTY which was different due to the distinctive cut outs in the main deck. As with any project the research became quite a work in itself and the biggest difficulty I had was getting a good drawing of the wagon from which to gain the dimensions and general data for modelling. As luck would have it a friend was able to find one drawing in his collection that was good enough to model from. The drawing was an amendment that indicated the removal of some of the detail from the original plans such as the chain boxes and changes to the shunters steps.

Once I was satisfied that I had enough to work with I drew the basic outlines for the model in Corel Draw and printed them. The drawing below shows the original plan and my simplified artwork.

The drawing is then temporarily glued to the surface of the styrene and the parts are then cut out and prepared for the next stage of assembly. I use styrene for the bulk of my models as I create a pattern, make a rubber mould and then cast them. This is the most efficient way of producing a collection of models from one pattern. To glue the parts together I use MEK solvent which should be used in a well ventilated room. The benefit of MEK is that it doesn't have

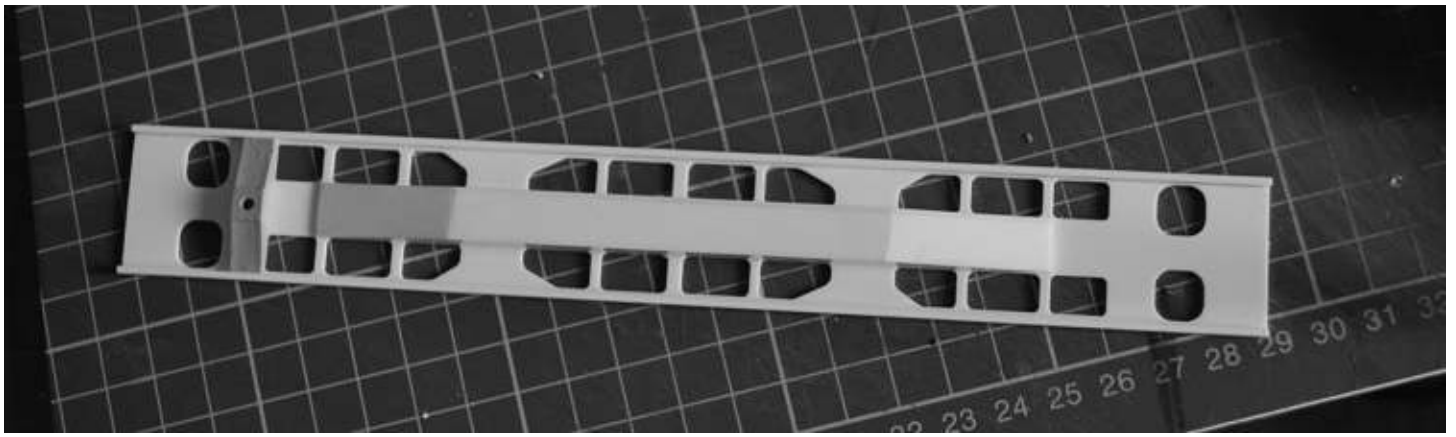


any adverse effects on the rubber used for the mould. Once I am satisfied that the model has been constructed and is square and straight I then fitted the bolsters which are from castings I have made in the past. I then do a dry fit of the bogies and check that I have enough height for the couplings. Once all is deemed to be in order I then create a mould box and make the rubber mould.

I won't go into all the processes in making and moulds and casting as this is readily available on YouTube and other internet sites. It was my intention to make a number of these models so I cast a number in batches and then primed them using an Automotive etch primer, the models were then painted using automotive acrylics and decaled ready for adding the final details. The Kadee couplers were attached and I used AR Kits bogies which run extremely well. I was very happy with the final result and with 20 wagons it is quite a good train to see running. The wagons run particularly well both empty and

loaded with containers. The whole project was quite rewarding in the sense that I was able to produce a good rake of reasonably good quality models at a fair price, more importantly I had a load of fun doing it.

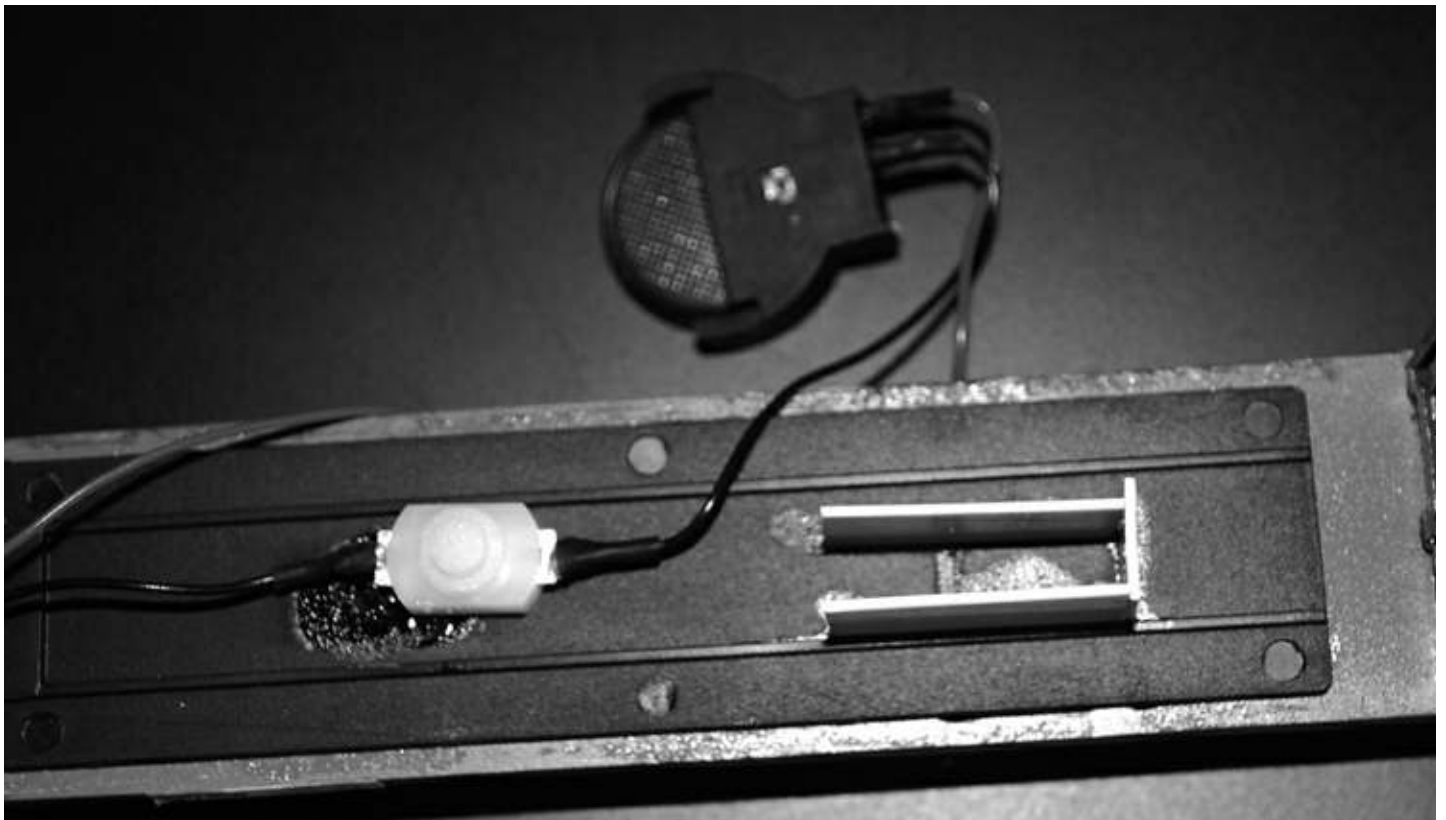
After a few running sessions I decided to fit a FRED (Flashing Rear End Device) to the last wagon and I was lucky enough to find a website that sold these ready to fit. At AUD\$5.00 each they weren't expensive and the best part was the ease of fitting. The photos show the method used which was fairly



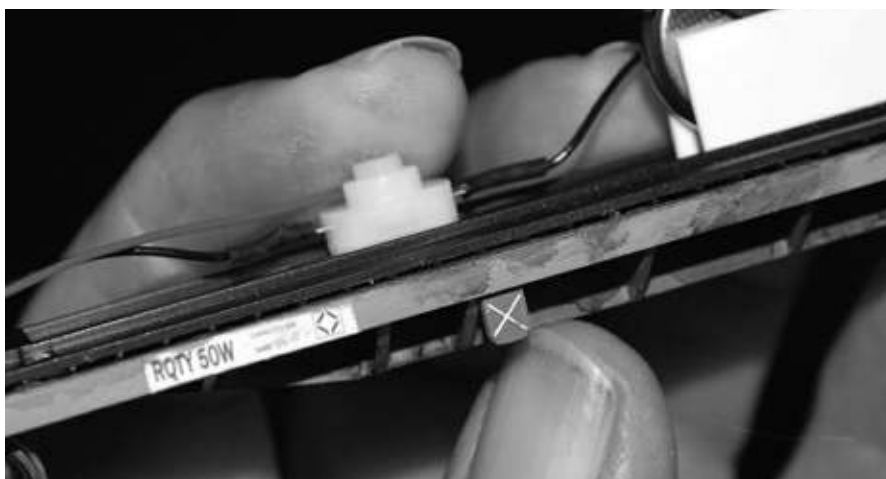
The styrene pattern almost complete with the fishbelly done and one of the bolsters in place

straightforward. I removed the floor from a Walthers container and glued it onto the deck of the wagon, I then made a styrene box which was designed to hold the button battery. The switch was glued to the floor of the container and the LED was attached to the rear of the container floor. I cut a small groove into the back of the container to allow the wiring to pass through and we were ready to roll. To switch the FRED on was as easy as

removing the container body, pressing the micro switch and replacing the body. All in all this was an enjoyable project with only a few minor setbacks. The one major disappointment has been the lack of any good underfloor detail photos to help me to superdetail the model but I am sure that one day something will come up, until then I will just enjoy running my container train .



Above: and the styrene holder for the battery is in place. The microswitch has been glued in place .



Left: This photo shows the parts in place and the switch is about to be pressed.



A weathered version of the model complete with a forty foot and a twenty foot container. The models look better weathered as the orange and grey livery of these wagons can appear quite garish.

Photos: R L Taylor

RETAIL DIRECTORY

Anton's Trains Order Service

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Email: sales@mrrc.com.au

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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

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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 MIKE BARTLETT (02) 6553 6227

Meetings start at 2.00pm unless advised otherwise.



Graffiti on railway wagons is as much a part of the modern image as you can get. It will always be a contentious issue as to whether we model wagons with or without graffiti. This is one of a number of QR wagons that had been extensively 'decorated'. *Photo: R L Taylor*

AUSTRALASIAN REGION DIRECTORY

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

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CONSERVING RAIL HERITAGE

The NSW Government endorsed a Sustainable Rail Heritage Asset Management Strategy in 2006 to ensure the State's rail heritage assets are conserved for current and future generations to appreciate and enjoy.

The Strategy aims to encourage the ongoing care of the State's most significant items of rail heritage by volunteer based organisations that are committed to sharing our rail story with the general public.



The Valley Heights Locomotive Depot Heritage Museum is the Blue Mountains Division of the NSW Rail Transport Museum. Located adjacent to the Great Western Highway and railway, it is an easy walk from the Valley Heights Railway Station.



Valley Heights Locomotive Depot is part of the NSW Rail Heritage Network.

Office of Rail Heritage



OPENING HOURS

The Museum's Open Days are the second and fourth Sundays of each month (except Mothers Day and the last Sunday in December)

between 10am and 4pm.

ADMISSION AND RIDES

Adults	\$13
Pensioners and Concessions	\$11
School Students (aged 5-18)	\$9
Family (2 adults and 2 children / 1 adult and 3 children)	\$35
Children (aged 4 and under)	Free

Prices are subject to change without notice. Refer to our website for details.

STREET ADDRESS

17b Tusculum Road, Valley Heights NSW 2777

POSTAL ADDRESS

Valley Heights Locomotive Depot Heritage Museum
PO Box 484, Springwood NSW 2777

CONTACT

Phone: 02 4751 4638 (weekends only)

Web: <http://infoblue mountains.net.au/locomotivedepot>

Email: atmuseum@optusnet.com.au

BE INVOLVED

If you would like to be part of our team of volunteers or become a member of the NSW Rail Transport Museum please call 02 9379 1031 or visit www.nswrtm.org



VALLEY HEIGHTS LOCOMOTIVE DEPOT HERITAGE MUSEUM



VALLEY HEIGHTS

OUR STORY

The Valley Heights Locomotive Depot was officially opened in January 1914. The Depot's locomotives assisted up to 30 trains every day from Valley Heights to Katoomba.

Located on the steeply graded line to Katoomba in the Blue Mountains, the Depot served the railways for 75 years.

However, its days became numbered when more efficient and powerful electric locomotives were introduced – eventually resulting in the closure of the depot, marking a major milestone in the State's rail history.



The site is now home to the Locomotive Depot Heritage Museum which provides interactive exhibits of engines and carriages, along with other unique displays of railway memorabilia.

A group of dedicated volunteers have also worked to conserve both the depot buildings, including the oldest roundhouse depot in NSW, and heritage rolling stock.

The Steam Tram and Railway Preservation Society operates from the site, providing historic steam ride experiences for visitors of all ages to enjoy.

The Museum is a great destination for a school or group excursion.

VALLEY HEIGHTS STEAM TRAMWAY

The Steam Tramway was established in association with the heritage museum at Valley Heights when a fire destroyed the Parramatta Park Tramway in 1993.

Since the fire, the Steam Tram Society has rebuilt its collection including the famous Sydney steam tram of the late 1890s.



OUR TREASURES AND EXPERIENCES

The Museum houses a collection of historic railway and tramway locomotives depicting the development of rail transportation in NSW over a century from the 1880s through to the 1980s.



(Above) Stainless Steel Interurban Car - Introduced with electric traction during the late 1950s.



(Above left) Locomotive 5461 – Built in 1916 and operated from the Valley Heights Depot.

(Above right) BL 356 – Non air-conditioned first-class sitting cars which began operating in the 1930s.

(Above) Valley Heights Roundhouse - The oldest remaining steam locomotive roundhouse in NSW.



(Above) Our model railway along with an extensive display of railway memorabilia including maps and photographs help to bring the Blue Mountains to life.

OUR EXPERIENCES

- Take a unique ride in a restored historic Sydney Steam Tram dating from the 1890s.
- Explore the oldest remaining Steam Locomotive Roundhouse in NSW.
- Witness restoration works being carried out on tramway and railway exhibits.
- View the Model Railway layout and see the photographic display of local history provided by the Springwood Historical Society.

The Valley Heights Locomotive Depot Heritage Museum is ideal for school excursions, club functions, birthday parties and as a backdrop for captivating wedding photographs.





'DUNSTAN'

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