

# MainLine

National Model Railroad Association Australasian Region

AUTUMN 2014

VOLUME 31 No 1

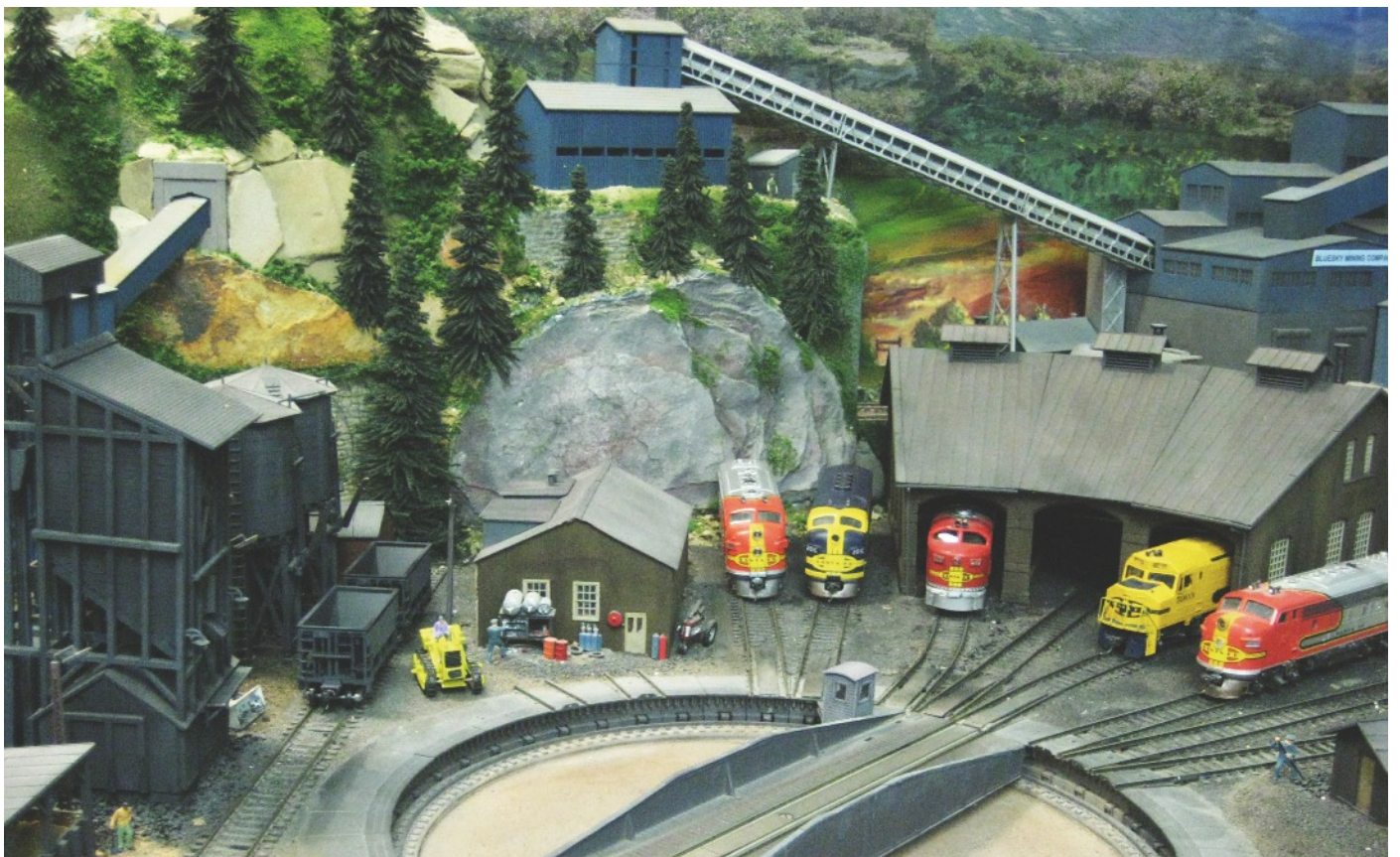
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*A First Great Western HST crosses the bridge on Bruce Kerslake's OO Scale layout which is currently under construction. We will see more from Bruce as the layout progresses. You can read Bruce's article on coach lighting which is incredibly effective and cheap to produce on page 10 of this issue.*

**Photo: B Kerslake**



*The roundhouse is in full swing on Ken Scales extensive layout that is nearing completion, Ken may provide some articles on this layout in future issues*

**Photo: Ken Scales**

# The Official Publication of the National Model Railroad Association Australasian Region



**EDITOR:** Robyn Taylor

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**DISTRIBUTION:** Bruce Kerslake

## **CONTRIBUTIONS:**

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

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 2014

\* Autumn 2015: 8 February 2015

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

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## **Cover Photo**

A fitting tribute to the work of Geoff Nott and Michael Flack whose inspirational model making skills are evident in the exquisite 'Smuggler's Cove' layout.

*Photo: Gerry Hopkins MMR*

# FROM THE CAB

*Ken Scales MMR - President NMRA AR*

The National President in the US has spent a lot of time writing in the NMRA magazine about the benefits of belonging to the NMRA. Some of what he has written about applies only to the US. At current exchange rates a basic membership in the Australasian Region is just around half what members in the US pay. However US members get the NMRA Magazine for around a third of what we pay most of which is postage. The Australasian Region subsidises the Mainline which costs members just under \$4.00 a paper copy or nothing if you get it on line. The Australasian Region also has a DVD library which although much smaller than the US is free to members unlike the US where members pay to borrow DVDs. To me what we get out of belonging to the NMRA is very different for many members. As a modeller currently upgrading a HO layout with US rolling stock the NMRA magazine is appropriate for me. I currently belong to both a 100% NMRA club an NMRA SIG, and I attend most of the Division 7 meetings so currently it has a lot to offer for me. Now that my HO layout is substantially complete I plan to rebuild my small ON30 layout which means I will substitute Narrow Gauge Down Under and the Narrow gauge Gazette for the NMRA Magazine. I would not expect a NSW prototype modeller to be excited by a magazine that concentrates mainly on US models even though there is a lot of other useful information in the magazine. However I do believe the NMRA has a lot to offer all modellers in the region. One of the big benefits for me is I have learned a lot of the most important things in the hobby from clinics at NMRA conventions and meetings and from Mainline our own magazine.

When I was heavily involved in competitive sport and other activities which basically stopped most of my modelling for several years I stayed in the NMRA. For the basic fee I was able to stay in touch and catch up with friends at Division 7 meetings and Conventions. One of the best things about belonging to the NMRA is that you can do a lot or nothing. If you want to get involved in activities or the running of the organisation you can. If you are time poor you can do very little and no one will care. There are no obligations. What you do is all up to you. I was a foundation member of a really great club in Sydney but when I simply did not have time to pull my weight I reluctantly left because I felt I was a liability. The current ARC has been trying to improve the Association for all members whether they are heavily involved in the hobby, as I have been since retiring, or only in a casual way as I was during the end of my working career. All ARC meetings are now conducted using a video conference phone system so we get feedback from all Divisions. The library is being constantly updated and we hope to have all the US education DVDs available very soon. Rod Tonkin with some help from Peter Burrows has just put together one of the best education programs I have ever seen. Several of us will continue working on this long after our terms on the current



ARC come to an end. It is hoped that the Charging Moose layout will provide a platform to prepare new education programs and share our skills not only at the basic level but at a much more advanced level so that all members benefit from Geoff Nott's legacy.

The NMRA has also taken on the Kids Scenery Clinic program started by Geoff Nott. Like all activities this will have a life in its present form, but it is hoped that it can be further developed in the future in other ways to promote the hobby to the younger generation. The focus of the hobby is changing in our region. The two biggest areas currently are HO Australian Prototype and any prototype in ON30. I also believe we may see a new interest in Australian N-Gauge as our homes get smaller and the range of models expands. The NMRA supports all gauges and scales so it does not matter which one is yours. I have modelled in most gauges and scales. I always seem to find people with similar interests at meetings and conventions no matter which one is my current favourite.

I have tried during my time as president to do as much as I can to support the NMRA in our region. I thank all the people who have helped and supported me. I have always found that the good times, camaraderie and friendship always exceed the effort I put into any position I have held in the association.

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



# A note from the Editor

*Robyn Taylor*

It often feels like the job of putting together MainLine each quarter is something of a lonely process, the computer screen and keyboard are the only companions that share the trials and tribulations of your editor's efforts in seeking out suitable material for inclusion in each issue. The NMRA Australasian Region boasts a very healthy membership of over 600 which is strong by any standards compared to other associations, yet we have a very small band of people who take the time to contribute articles or photos for our national magazine. I personally find it quite embarrassing that I am asking friends and hobbyists outside our organisation for contributions for MainLine despite the number of quality modellers within our ranks. I guess the question is "What do we need to do to get you, the members, involved in your magazine?"

The easiest way to deal with these ongoing issues would be to bury our collective heads in the sand and put a positive spin on the situation as we appear to have done in the past but this is not the answer. The support of the members through contributions and subscription will decide the future of MainLine and without that support it will become harder for your next editor to provide a quality publication and quite frankly unless there is change I do not envy the work my

successor will have to do. This issue has been an exception to the norm as we have some great articles and photographs that have warranted my sponsorship of additional pages of colour to produce a full colour magazine that I believe is the best that I have put together so far. This could not have been achieved without the support of the authors who have contributed the quality articles and photographs we have for this issue and they deserve to see the fruits of their labour in living colour.

Your comments are valuable and I look forward to hearing your opinions regarding this issue. I also implore you to take the time to consider getting involved with your magazine by promoting subscription by other members or by taking the time to write an article for future editions. Perhaps it is time to seek a new MainLine editor and with that in mind if you would like to take on the role of editor then I suggest you make contact with [president@nmra.org.au](mailto:president@nmra.org.au) and I wish you my sincere best wishes with the role.

# The Pacific Director's Report

*Mike Bartlett*

Time is fast approaching for my trip to attend the mid-year Board of Directors meeting which will be held in Las Vegas, NV. on February 14, 15, and 16. The meeting will comprise a Budget and Operations meeting and the regular Board Of Directors meeting which begins Saturday, February 15 which is likely to finish on Sunday, February 16th. All members have been invited to attend the open sessions that are run over the weekend.

With the sale of the headquarters building being completed the staff had the job of moving to the new premises and from all accounts the move was carried out quite well with the HQ staff moving the offices without disruption to services. The move

included the Library collections making sure they were still accessible, the online archive material, and the large Museum collection that includes everything from layouts to posters. After four months, the process has been completed and it is business as usual.

It is timely to mention that the Australian region is having their AGM in June this year and the information regarding that event are contained in this issue of MainLine. Nomination forms were distributed late last year and I would recommend that if you are considering nomination for any positions that you act now. I look forward to reporting the events of the BOD meeting in the next issue of MainLine



Toowoomba (Qld) Station and yard

Photos: R L Taylor

# WHEELS AND TRACK

By Erik Bennett : Photos by the Author

**The bottom line is that the best way to keep your wheels and track clean is to run your trains frequently**

I found out early in my modelling career that clean wheels and track are essential for trouble-free running. Clean wheels and track ensure good electrical conductivity for power pickup, which ensures uninterrupted running. I have tried many solvents and used many systems to clean wheels and track and this article covers what I discovered.

**Firstly, the materials.** Most people use nickel silver track, which is an alloy of copper, nickel and zinc. (If you use brass or steel track, replace it.) Wheels used for pick-up vary depending on the age and/or quality of the loco. High quality wheels are nickel silver or nickel-plated brass or, in the case of older brass steamers, nickel-plated base metal. Wheels may also be sintered steel, eg bluebox Athearn, plain brass, eg, early Lima, or other compounds.

The benefit of nickel silver track and nickel silver or nickel-plated wheels is that the products of oxidation (corrosion) are conductive. Thus, even though the wheels/rail may be slightly oxidised, they still conduct electricity, albeit not to the extent as if they were clean.

However, even nickel silver has a problem. In hot weather or after a period of little use, traces of copper leach out of the alloy and when it oxidises, it forms verdigris which is non-conductive. You may have noticed when cleaning your track, particularly in summer, that the rag is stained slightly green. This is the verdigris. Brass leaches copper abundantly and forms verdigris quickly, which is why it is unsatisfactory for track and not good for wheels.

**Atmospheric fallout.** As well as oxidation, dust, dirt and other fallout afflict our track. Dust and dirt form a barrier to conductivity and ultimately produce the crud that appears on wheels. The best environment is a train room that can be closed up when not in use (even when in use). This minimises the dust fallout.

Modellers whose layouts are in the garage are faced with an additional set of problems. Firstly, a lot of dirt and dust is ingested into the environment when the garage door is opened and the car drives in or out. Another problem is that when a car starts from cold, products of the incomplete combustion are sulphur trioxide and water vapour, which combine to form sulphuric acid. The vapours left behind when the car leaves the garage can be highly corrosive if they deposit themselves on your track.

**Additives and solvents.** The modelling magazines advertise a myriad of products for cleaning rails and wheels. In addition, most of your fellow members, group members and modelling friends will tell you of the product they have used for years which keeps their wheels and track clean. These include Rail



Zip, Wahl Oil, CRC 2-26, turpentine, WD40, methylated spirits, isopropyl alcohol, CO Contact Cleaner, etc.

Each tells you that the particular product recommended has magical properties that will improve your pick-up and running.

The fact is that none has magical properties. They are solvents that dissolve and clean away crud to a greater or lesser extent. Some of the solvents, eg, WD40, turps, also attack plastic over time and if used on track and allowed to leak down onto the sleepers, will eventually soften the little rail chairs that support the rail.

Rail Zip is a red liquid which is hydraulic fluid - the synthetic type so it doesn't attack the sleepers. There are a number of similar products, but if you wanted to, you could just buy a synthetic hydraulic fluid from an auto shop at a fraction of the cost of the little bottles you buy from model shops.

Isopropyl alcohol and CO Contact Cleaner are residue-free solvents ideal for delicate electrical contacts because unlike most other solvents, they do not leave a residue. Metho, petrol, and other solvents leave a microscopic film of residue (and for this reason are not used for electrical switch cleaning).

## Wheel/Track geometry.

You recall from secondary school that a tangent touches a circle at a point and that a point has position but no magnitude. The rail is a tangent to the wheels, so the area of contact for



Wheel at tangent to track

Wheel with conductive film

electrical conductivity is infinitesimally small. The theoretical area of contact is the width of the rail-head times the point contact which is tiny.



The cleaning train in operation on my layout

If your track and wheels are clinically clean, eg, by using a non-residue cleaner such as isopropyl alcohol, you get excellent results for a while but you often find rapid electrical pitting on your wheels, caused by arcing between the tiny irregularities in the wheel and rail contact surface, which is virtually a point source across the rail.

This means: Don't keep your track and wheels clinically clean.

Rail Zip, CRC, Wahl oil and the other products all work because they lay a film of reasonably-conductive lubricant on your track. This changes the geometry of the contact surfaces. No longer a microscopic point. The lubricant creates a web of conductive material between the wheel and the track, resulting in a substantial area/volume of electrical contact, relatively speaking. Provided the lubricant is not a total insulator, you get optimum connectivity. The better conductor the lubricant, the better the result.

Also, the presence of the lubricant on the track inhibits the presence of air which causes oxidation. The effect lasts for as long as the lubricant film is present, a few days or weeks for light lubricant and longer for heavier stuff.

The disadvantage of the lubricant is that it can contribute to accumulating dust and grime into layers of crud, which you have to remove one way or another. Also, it causes wheel-slip on hills. (Not a disadvantage if you don't have hills.)

Any non-insulating lubricant which does not attack plastics will do, and none have magical properties. They just vary in conductivity and evaporation rate. You can spend \$20 for a can of CRC 2-26 or just use metho – anything that doesn't dissolve plastic. WD40, turps and other mineral based products work but eventually soften plastic.

I now use metho because it leaves a satisfactory residue, is cheap, is non-messy to apply and is a reasonable solvent to also get rid of crud. Its residue is sufficient to inhibit the electrical pitting but does not cause wheel slip on hills. The disadvantage of metho is it leaves a smell.

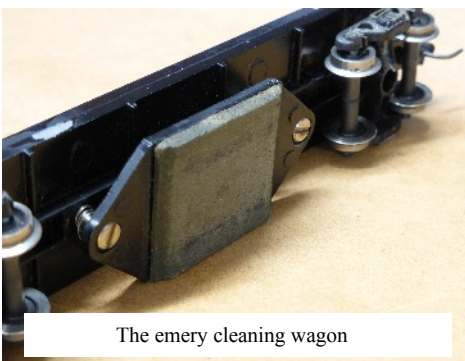
**Cleaning gadgets.** There are various track cleaning cars that are available and users of each report good results. They are particularly good for cleaning in tunnels and inaccessible places.

I have a track cleaning train that I run occasionally and before meetings and running days. I made up the train as follows. First there is a wagon with a little flat emery stone pushing down on the rails. It is by Roco and I bought it in a junk store (because it had no body). Following this is a wagon with a piece of flat steel with strips of that felt stuff you put under chair legs so they don't mark the floor. Finally, a wagon with just a piece of Masonite. See photo.

I cut out the pieces of Masonite and attached them to the wagons by means of two small bolts loosely drilled through the wagon floor. I pour metho over the felt of the felt wagon. The emery stone wagon cleans tough crud, the felt mops it up and the final Masonite polishes. I use a couple of work-horse engines to pull it around, as the train has quite an amount of drag; I don't load up my good engines.

I also have a track cleaning float, made from pieces of wood with a layer of cork. See photos. I wet the cork with metho. Doesn't jag points or rail gaps and is great to whip around track that is easy to get at. I have a similar one mounted on a long handle to clean hard-to-reach track and tunnels.

To clean curves deep inside tunnels, I cut a groove in a piece of dowel. I dip the groove in metho, place the groove on a rail and reach into the tunnel keeping pressure down on the rail. I do it



The emery cleaning wagon



The cleanup wagon



The polishing wagon



The cleaning float in use on the track



A close up of the float showing the simple construction

to each rail in the tunnel. I used dowel because I had a piece at hand. Any stick would do.

**Wheels.** For cleaning wheels, there are a number of gadgets on the market. Trix and Peco sell electrified brass wire brushes. I don't like these because they can scratch wheels. Roto Tidy Track, by Woodland Scenics, is an effective electrified cleaner. It consists of a sprung track that the engine sits on, between replaceable cleaning pads. The track bed is sprung so that moving an engine back and forth effectively brings the wheels in contact with the pads, cleaning them. Look them up on Google.

I clean wheels two ways. The first is for locos that have easily accessible electrical surfaces to attach small alligator clips to. I place the loco upside down in a foam cradle and use two short lengths of wire with alligator clips at each end. I attach one set of clips to the track and the other set to the sideframe pickups or other pickup points on the loco. I then run the loco and use my fingernail inside a rag dipped in metho to clean the wheels. Two things help with this: To avoid frustration, I set the acceleration and deceleration to zero. Also, I use some thin-film plastic as a liner in the foam cradle. I've found that you can

inadvertently jag detail parts on the foam and the plastic film prevents this.

The second method is for steam locos that are awkward to turn upside down or diesels with no electrical points that you can easily clip to. I use a rag soaked in metho spread over a straight section of track. Run the loco part way onto the rag, hold the loco, lift the weight slightly and run so that the wheels on the rag are cleaned. Then clean the other end of the loco.

**Final Word.** The bottom line is that the best way to keep your wheels and track clean is to run your trains frequently. The slight friction of wheels against rail cleans off any oxidation and polishes away the dust. Not only that, it's fun and a lot easier than the other methods.



A little piece of Australian history is captured in this amazing photo of a Mobil petrol station and small corner shop in Ipswich Queensland. Photos such as this are an indication of the what was a simpler time in our history. The King Tea sign promotes the fact that it "Peps you up and keeps you young" wow, I wonder if King Tea is still available?



# DUAL POWER SUPPLY CONTROL FOR SWITCH MOTORS

By *Wal Pywell*

It would be uncommon for any model railway layout, no matter how simple, to not have a set of points or two, (or twenty two, or .....). Whether the layout is a complex switching layout or a main line passenger and freight system, whether it has a variety of small industries, or a large classification yard or two, or whether the layout is a representative example of a real prototype or a freelanced track plan designed just for the fun of running trains, the control of the points, or switches, is crucial to the operability of the overall scheme.

Smaller layouts may be operated quite successfully with manual control of the switches, provided they are within reach of the operator(s), but as the number of operators increases, and/or the number of switches increases, some form of electrical control becomes an essential addition.

There are two types of point motor in common use. The stall motor, similar to the Tortoise or Circuitron types and the pulse or solenoid types similar to the PECO motors. Both types are supplied by a number of manufacturers and each have their pros and cons. The choice is yours. I use a stall motor supplied by Micro-Mart, but the Tortoise is probably the most common.

This article concentrates on the Stall Motor types and how I control them. I do not suggest the method described is the best or is suited to specific applications: it is how I do it and I will explain why I do it this way.

## Basic switch control.

Point motors of the slow motion or stall motor types are commonly controlled from a single power supply, usually 12 volts DC, and by a two pole, two position toggle switch as shown in Figure 1

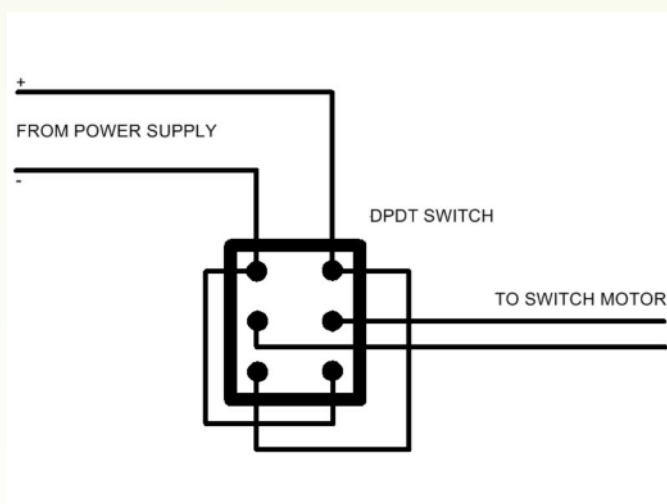


Fig.1 Common method of control wiring

The switch reverses the polarity of the supply to the switch motor to drive the points left or right. Note that it does not matter which way round the connections are made. I could

have reversed the labels for power supply and switch motor and the switch would work equally well.

The type of switch normally used is a double pole, double throw. Double Pole means that there are two switch segments, electrically isolated but mechanically linked. Double throw means that the switch has two positions (up and down, left and right, whatever you want to call them). An example of this type is JAYCAR Cat No. ST-0355, and is referred to as ON-ON. The left switch diagram in Figure 2 is how this type is normally drawn.

A second variation on the Double Throw is the switch which has a centre OFF position. With this switch, we have a Left circuit, and a Right circuit with a centre position where there is no circuit. An example of this switch is JAYCAR Cat No. ST-0356 and is referred to as ON-OFF-ON. This is not to be confused with a three position switch which has three distinct circuits available for connection. A third variation is where the Left and Right positions are spring loaded and must be held in position. Releasing the toggle returns the switch to the centre OFF position. An example is the JAYCAR Cat No. ST-0358 and is referred to as MOM-OFF-MOM. (Momentary ON – Off – Momentary ON). All these variations have their uses as I will explain as I go on.

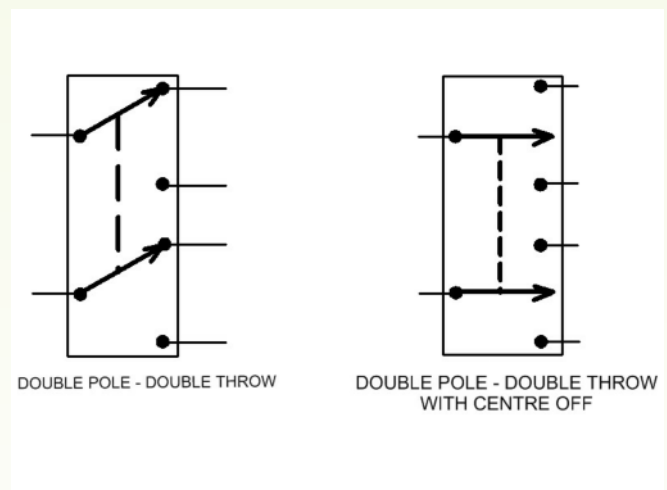
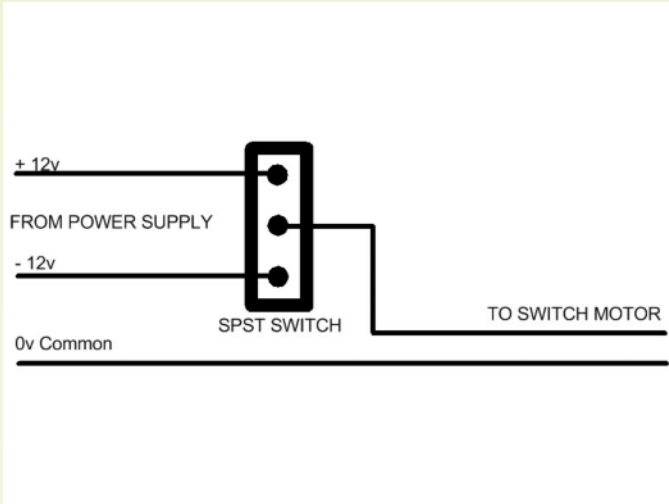


Fig. 2 Common switch styles.

## A Dual Supply

Why use a dual power supply?

Firstly, it simplifies the wiring as can be seen in Figure 3. If you are using double pole switches, the extra pole can be used to control the frog, panel indicator lights or track signals. Single and double pole switches are smaller and easier to mount than triple pole switches and easier to access the terminals for soldering. It also opens up the possibility of control of a switch motor from several locations.



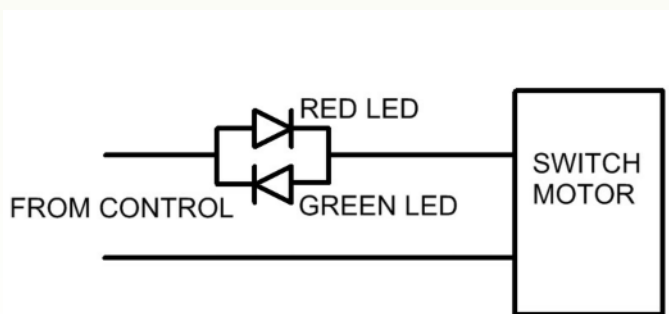
**Fig. 3 Simple control with Dual Power Supply**

In another article I will describe the construction of a simple Dual 12 volt power supply which anyone with rudimentary soldering skills can build. If you prefer to use commercial plug-packs, two will be required which adds some complexity of the wiring (and needs an extra power outlet to supply them). However, two plug-packs, such as JAYCAR model MP3486 (12v 1.5amp) or MP3490 (12v 2.5amp) can be used depending on how many switch motors you wish to supply.

Indication or signalling

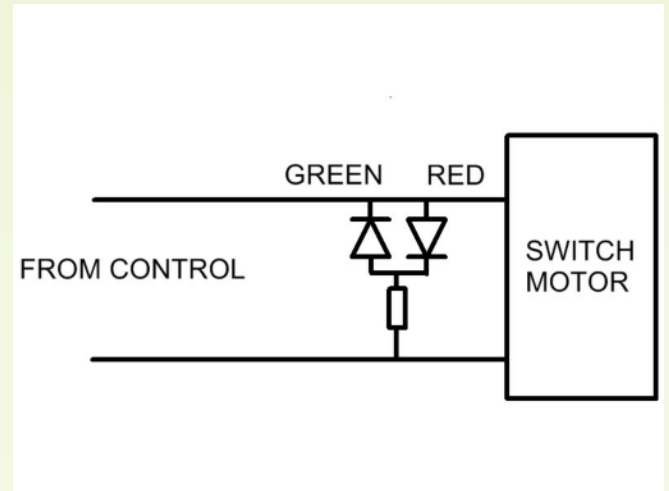
It does not matter how complex the layout is, it will be necessary to indicate to the operator what position the track points are in. Is it open to the through line or for the diverging line. With simple control using wiring similar to figures 1 or 2 above, and using the ON-ON style of switch, the physical position of the switch toggle is certainly the most common way of seeing where the points are aligned, and the easiest to implement. A quick look at the control panel shows how the track is routed through the points. This works most of the time, but what if you wish to control two points from the one switch as in a cross-over between two main tracks, or you need to display the point positions at another location such as a dispatchers panel.

One method I have seen is to wire a RED LED and a GREEN LED back to back in series with the switch motor (see fig 4). This does work if only one indication is required such as at the control panel only. Additional LEDs for track signalling or a dispatchers panel will reduce the voltage available for the switch motor by about 2 volts for each LED in series with the motor power line.



**Fig. 4 Indicator LEDs in series with motor.**

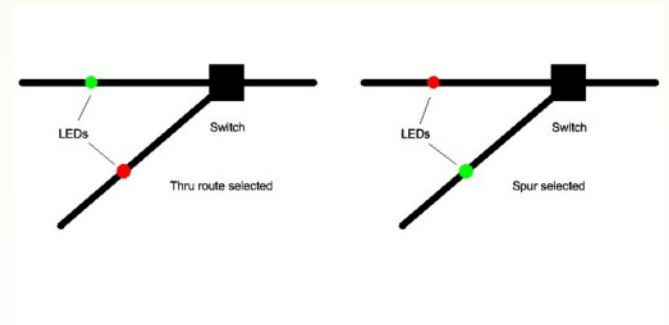
A better method is to wire the LEDs ACROSS the motor drive line. This does require the addition of a current limiting resistor of around 1000 ohms, but any number of indicating positions can be wired as groups of LEDs and resistor without affecting the drive voltage for the switch motor. Figure 5 shows how this is done.



**Fig. 5 Indicator LEDs across motor**

The two methods above are very good for providing signalling lights at a rail level or overhead gantry signal box as an indication to the engineer where separate RED and GREEN lamps are normally provided.

For control panel or dispatchers panel indication, I prefer the dual colour LED. These LEDs are really two LEDs in the one. They have a long and a short leg just like any other LED but with the long leg set +ve relative to the short leg, the LED shows RED. With the long leg set -ve relative to the short leg, the LED shown GREEN. The one I use is made by Kingbright, part number L-937EGW. I purchased mine from RS Components (stock number 228-6541), but a similar Bi-colour LED is also available from JAYCAR (cat no. ZD-0248). These LEDs are 3mm in diameter and fit snugly into a 3mm drilled hole in the mimic panel. I use two wired opposite to each other, one on the through track and one on the diverging track. In operation, when the points are set to the through route, the LED on the through route on the mimic panel is GREEN with the LED on the diverging route showing RED. When the points are set for the diverging route, the two LEDs swap colour so the through route on the panel is now RED and the diverging route shows GREEN.



**Fig. 6 Indicators on a mimic panel.**

Wiring for this arrangement is simple. Tie the short leg of one LED to the long leg of the other. The other legs of the LEDs need to be connected to a resistor each. A value of 680 ohms is ideal but up to 1000 ohms may be used. Tie the spare leads of the resistors together. I generally connect the resistors to the 0v or ground from the dual power supply, and the LEDs to the common lead on the control switch. The switch and the LEDs would be mounted close together on the panel and two wires can then be extended to the switch motor.

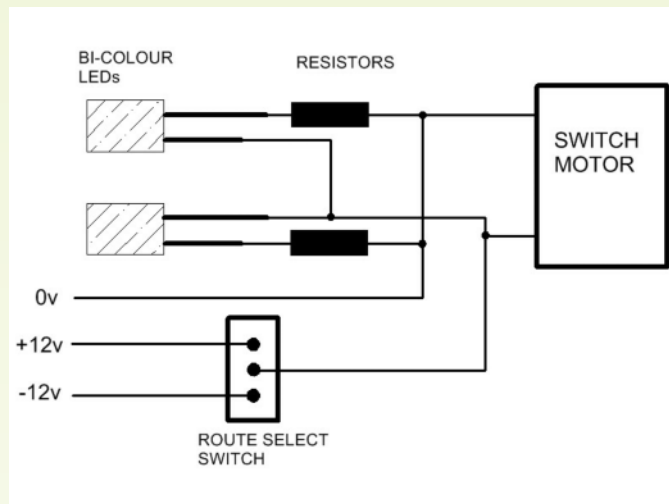


Fig. 7 Control panel wiring

#### Dual Control of switch motors

So now we get to the interesting part. How to control the points from two (or more) locations on the layout. There have been two (probably more, but I have not searched extensively) articles published in 'Model Railroader' magazine. The first one published in July 2002 can be used where only a single power supply is available. It uses double pole, double throw (ON -ON) style switches to control the point motor by reversing the polarity of the power fed to the motor. The next switch in the chain reverses the polarity again. The article also includes another ON-ON switch to pass control from the Operators to the Dispatcher.

While in its simplest form, the arrangement works well, with the addition of Dispatcher control, the points could be driven in an unknown direction when control is returned to the operator panels. Also the article suggests that up to four pairs of LEDs can be used in series with the point motor. These are wired as in Figure 4 above. At around 2 volts drop across each LED when turned on, up to 8 volts will be lost and the points motor will drive very slow if at all.

The second article published in 'Model Railroader' for January 2008 is specifically for Tortoise switch motors. This uses the auxiliary contacts within the Tortoise motor to provide a holding current when the control switch is released. The control switches in this case are the spring loaded MOM-OFF-MOM type which return to the centre OFF position when the switch is released. Momentary ON push buttons may also be used. This system also uses a dual power supply, and a method of connecting two plug-packs together is described along with some short circuit protection if two operators try to drive the points in opposing directions at the same time.

This arrangement works fine except that the switches must be held operated for a second or two to give the Tortoise time to

get past its centre position. No great problem here except that I do not use tortoise motors and the Micro-Mark switch motors that I do use do not have auxiliary contacts. The circuit in Fig 8 below gets over all the problems as I see them. The switch motor is connected between the output and the 0v line. There can be as many control switches as required, but it is hard to imagine more than two or three being required except for the largest layouts and where control may be needed from both sides of a peninsular. The control switches need to be the MOM-OFF-MOM type or may be momentary contact push buttons. The indication may be wired direct from the output of the circuit or from an auxiliary contact if Tortoise type motors are used. The AND gate acts as a latch so that the operating switches need only be momentary contacts and there is no need to hold the switch waiting for the drive motor to complete its path. The resistors in the common centre lead from the switches are only needed to protect the power supply should two operators try to operate the points together, in opposite directions.

The transistors may be any of a number of small signal transistors. You will need two NPN types and one PNP type. These are 50v 0.8 amp types so will easily drive several switch motors at once. (Cross-overs and yard ladders normally have two or more switch motors controlled together).

I bought a bag lot of 100 assorted transistors a few years ago for almost nothing, but any of the recommended types are around 40 cents or less in quantities of 10 or more. The CMOS integrated circuit 4081 has 4 AND gates in the one package and are about \$1 each.

In a future article, I will describe a simple assembly of this circuit using vero type board and the construction of a dual 12 volt power supply.

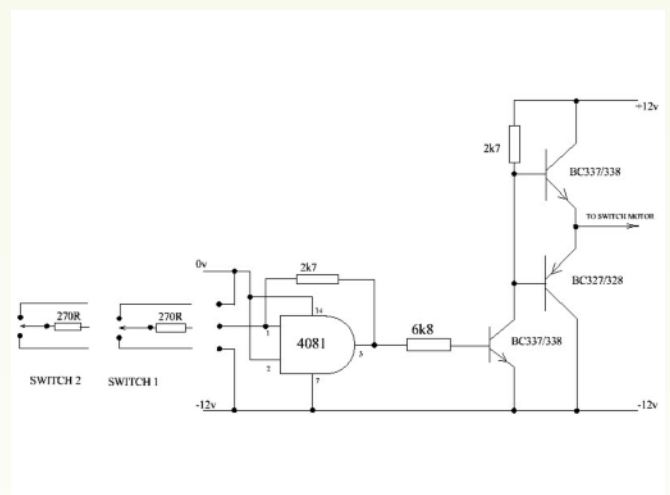


Fig. 8 Switch motor control from multiple positions.

You can do a lot with a dual power supply that you cannot do with a single supply, particularly if you do not use the Tortoise type stall motor point switches. Multiple control and general switching is easier with a dual supply. You may not agree, but give it a go on your next layout. Until next time..

# CONSTANT LIGHTING IN COACHES

## Simple power pick-ups for OO/HO coaches Part One: Hornby mk1 brake-end coach

By Bruce Kerslake

Photos by the Author



This series of articles are being written to explain the methods I used to install 12vdc power from a DCC layout for lighting, decoders, etc into assorted coaches. Having previously tried axle sweeps with little success, I developed this simple to make system which can be easily adapted to most coaches and even brake/guards van tail-lights. My 'victim' coach this time was an OO scale Triang/Hornby mk1 GWR brake-end coach.

This circuitry is suitable for LED lighting on DC layouts also, provided correct polarity is maintained i.e. + to + and - to -. The total cost of these components is around \$3.00

### Ingredients I used

- 1/ 1 x length of Albion Alloys (Precision Metals) brass (L) angle 6mm x 6mm x 305mm, part code A6. Bought off ebay.co.uk
- 2/ 1 x strip of Slater's Plastikard phosphor bronze 10 pack 1/16" x 0.005" x 6", part code #1220. Bought off ebay.co.uk
- 3/ 2 x pan head sheet metal screws. Bought in a pack over the internet from microfasteners.com, part SMPPS0203 - #2 x 3/16". For screwing the pick-up to the bogie.
- 4/ 1 x 3K3 resistor. Bought from JayCar, part RR0584. At 46 cents per pack of 8, I got a few packs either side of this. 2K7 - RR0582, 3K0 - RR0583, 3K6 - RR0585 and 3K9 - RR0586 as I wanted to get it to look right...I didn't want to be able to see the coach from the moon on a clear night.
- 5/ 1 x bridge rectifier. Bought from JayCar, part ZR1308. They cost 70 cents each.
- 6/ 1 x LED strip of 10 x 3 LED sections. JayCar part ZD0463. I used 2 sections to light 1/2 a carriage. I am sure there are better options out there, but this did the job for my experimentation.
- 7/ 2 x 75mm lengths of flex, very thin and any colour except red and black for connection of the pick-ups to the bridge rectifier. I used blue. I have since been advised that an old computer cable strip will do the job and be much less conspicuous.
- 8/ 2 x 50mm lengths of flex, 1 red and 1 black, very thin for connection to the LED strip (+ and -).

9/ Smooth backed wheels/axle sets, if not already installed.

10/ 1 x RE6195 capacitor. Bought from JayCar, 70 cents.

### Tools I used

- Soldering iron with a reasonably fine tip.
- Solder
- Flux
- Small Phillips head screwdriver for 3. above
- A 2.5mm drill bit
- A 1/16" drill bit
- A drill
- A ruler and a marker pen
- A centre punch, hammer and SOFT wood board
- Some common sense

### Putting it all together

Cut 2 x 4 - 4.5mm pieces off the brass (L) angle. These will be your pick-up posts.

Drill a 2.5mm hole in the centre of one surface of each of the brass angle bits from 20 above. This hole is for screwing the pickup to the bogie. The other surface is for soldering the phosphor bronze strips created in 22 and 23 below.

Cut 2 x 28mm lengths from a phosphor bronze strip. Measure and mark the centre of each strip (for soldering line-up points).

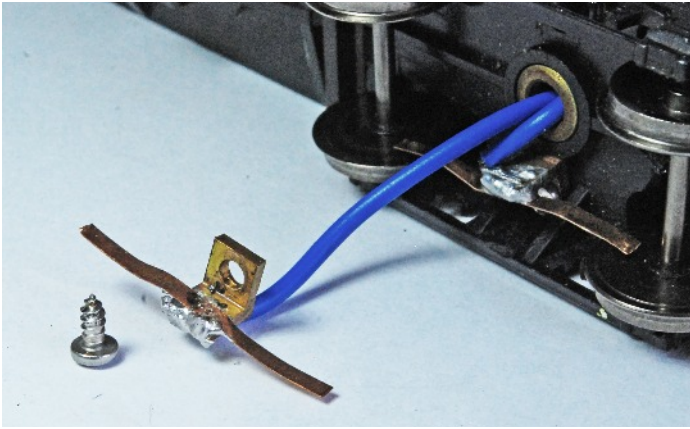
Centred about 1.5 - 2mm from each end of each phosphor bronze strip, create a "pimple on the other side" by placing the phosphor bronze strip on the soft wood board, centring the centre punch and giving it a gentle hit (or 2 if necessary). These "pimples" are the contact points for the inside of the wheels in the bogie (which should be smooth backed. Hornby replacements are R.8097 in my case). NOTE. The measuring the parts should be very accurate. The idea is to get the contact points as close to the axle as possible to reduce drag, which can be quite considerable on a 10 car passenger train.

Solder a phosphor bronze strip to the top of the inside surface of the (non drilled surface) of the brass (L) angle, using flux to clean and prepare the surfaces first. Make sure the "pimples" face towards where the wheels will be. At this stage I also soldered the blue wires (to the bridge rectifier)

“horizontally” so that they could be poked through the hole in the rivet holding the bogie to the body.

Remove the axles (for easier access).

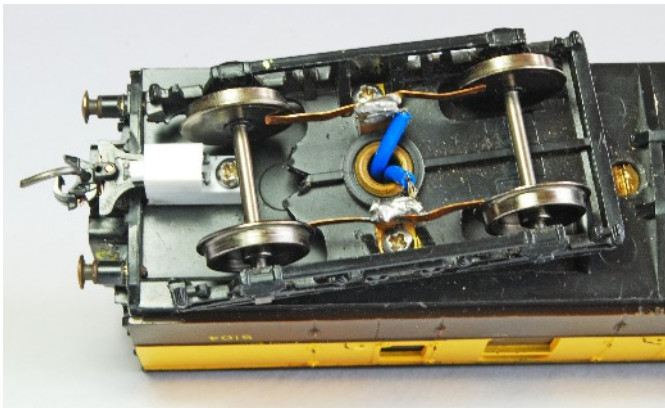
Place the assembled pickup into the obvious place on the bogie for it, upright of the pick-up post closest to the rivet. Drill a 1/16” hole through the centre of the 2.5mm hole in the



pick-up base into the bogie. Screw in place with the pan head screws (3).

Reinstall the axles with care, ensuring the phosphor bronze “pimples” are GENTLY rubbing on the inside of the wheels. A rolling test on a track might be good at this stage to try and reduce any drag if necessary, by slightly bending phosphor bronze “wings”.

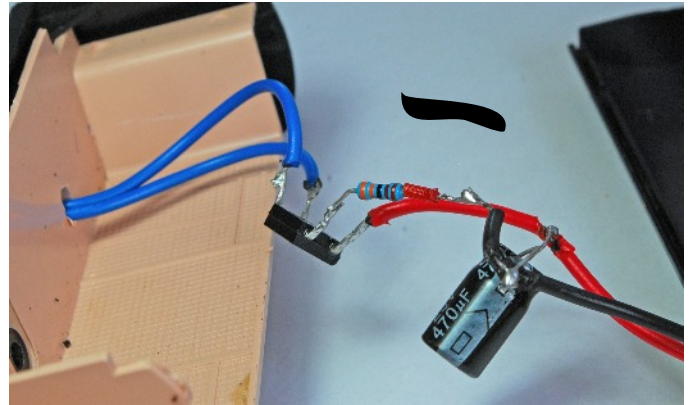
Feed the wires from the pick-ups through the bogie rivet and



lead the 2 wires to the appropriate position where the bridge rectifier is going to “live”, in my case, the baggage compartment with its frosted windows.

Solder each blue wire to the appropriate tabs on the rectifier (AC/DCC). The DC out are marked with a + and a – sign, each (AC/DCC) input is marked with a ‘wavy’ symbol and it doesn’t matter which blue wire you attach to which tab (unless perhaps you are installing a DCC decoder instead of a bridge rectifier). Solder the appropriate black wire from the LEDs to the (-) tab on the bridge rectifier.

**Optional, but recommended** In order to prevent light “flicker” as points are crossed, or dead spots/isolated sections of tracks are entered, a capacitor (10) can be



included in the circuitry at this point to maintain power for a short time. This capacitor is marked with a (+) sign and is soldered across the red (+) and the black (-) wires at this stage. They are a little bit bulky, heat generating and can do some damage to the coach when and if they “blow up”.

Solder the resistor to the red wire at one end and the bridge rectifier (+) tab at the other end.

This should now work. Place the coach on track and try it. Change resistor size if required, (lower for brighter- say 2K7, or higher for duller – say 3K6) and try again. **(The circuit diagram is shown on page 12)**

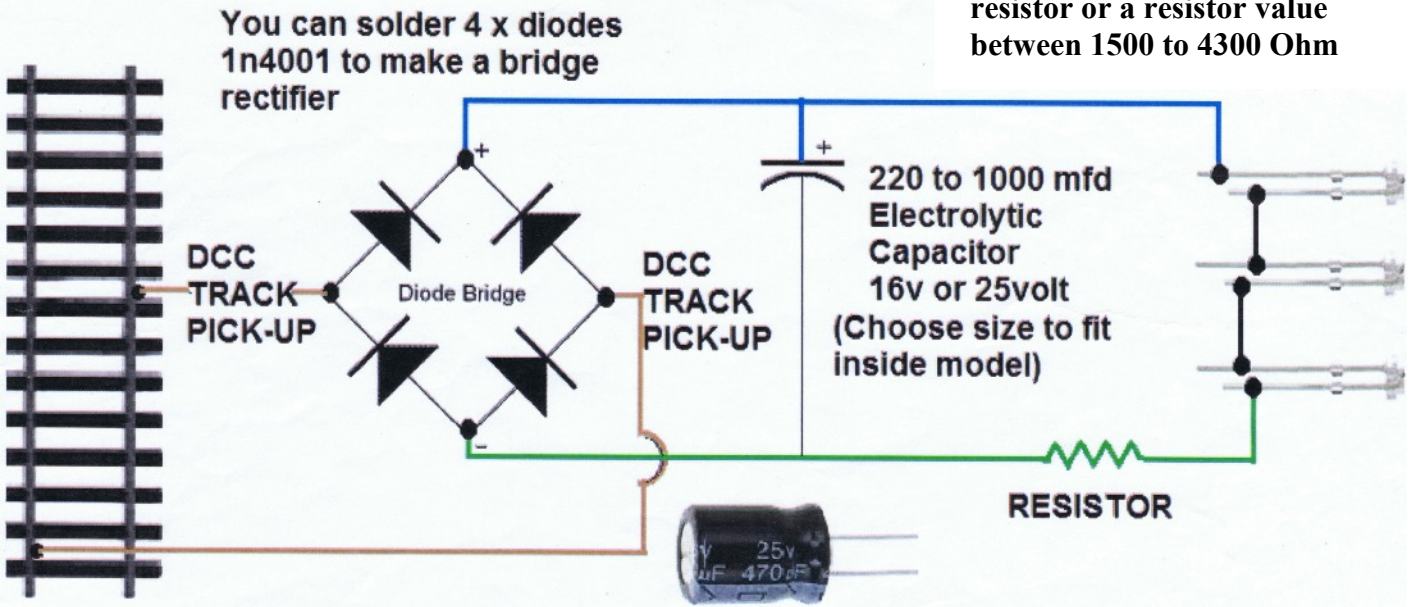
The unevenness of the lighting is due to this being a “compartmental” coach. Without compartment walls, i.e. modern open coaches, this should not be an issue.

This is the first in a series of articles I would like to write on this subject. As I experiment and learn more, I will submit new articles on new types/brands of coaches, the next one hopefully being a Hornby Mk3 HST125 coach. Please be aware that the above is a guide only, which worked for me. My layout is controlled by a Digitrax system (NMRA standard), and slight variations with different brand systems MAY produce slightly different outcomes, mainly in brightness.



**CONSTANT PASSENGER CAR LIGHTING -  
USING A CAPACITOR TO PREVENT LIGHTS FLICKERING**

Example: 3 x LEDs wired in series with a 2700Ohm resistor or a resistor value between 1500 to 4300 Ohm



**Note:** On the side of the capacitor is the row of negative dashes. Solder the negative from the bridge rectifier to this negative. The other terminal is to positive as shown in blue



**A Busy corner of Bruce Kerlake's layout which is currently under construction. The Western Region diesel is a recent acquisition and often hauls an extensive milk train consisting of a variety of liveried tank cars from all parts of South West England.**

Photo: B Kerlake

## 2014 NMRA AR REGIONAL CONVENTION UPDATE.



As announced at the 2013 Canberra convention the 2014 regional convention will be held on the Gold Coast in sunny Queensland on the 20<sup>th</sup> & 21<sup>st</sup> September.

The venue is the Helensvale Community & Cultural Centre located next to the Helensvale plaza shopping centre and is close to the Helensvale train station.

The theme of the convention will be *"Trains to the Coast"* and is based on the South Coast line which used to run to Tweed Heads from South Brisbane. We will have several clinics over the weekend on a diverse range of subjects associated with the model rail hobby and history of

railways. Along with a selection of layout tours on the Gold Coast and in Brisbane. Several 100% clubs will have their club rooms open on the Friday and the Monday as well as the weekend.

A Non-Rail related program is also being prepared for the non-railway people. The Saturday night dinner will be held at the Helensvale Bowls Club located within walking distance from the venue.

Registration will be open at the end of March. Registration will be based online with secure credit card facilities and the ability to order merchandise directly from the site. For those without the internet access there will be a "snail mail" application form. To keep abreast of developments keep an eye on the website

<http://www.nmra.org.au/Convention14/convention2014.html>

Now for a cup of coffee. I hope to see you all in September.

Martyn Jenkins  
Div1 Super & 2014 Convention coordinator



# ROCKWORK

*By Ken Scales MMR*

The photo opposite shows some fairly spectacular rockwork which was made using a mixture of techniques. The base behind the rockwork was built using Chux Superwipes held in place with hot glue. This allows a type of support which will not be needed once the plaster is in place. The Chux Superwipes are joined together with hot glue so that it covers the entire surface that will form a base for the rock moulds. Next I make a mix from casting plaster that you can buy in large bags for \$18 from any large hardware store. I paint this on to the Chux with a brush until the whole cliff face is covered. Mix the plaster in a bowl or ice cream container by pouring in a glass of water and adding plaster until the mix is a good consistency to paint on. If you put the bowl in a bucket of water and clean off any excess plaster with the same brush it will sink to the bottom of the bucket and you are ready to start the next mix. Leave the water in the bucket for a week or two and the excess plaster will settle in a lump on the bottom. Pour off the water and throw the semi hard plaster away.

Once the entire face is hard let it dry for 24 hours. If the first coat is a bit thin just brush on a second coat. You can now attach the rock faces which are made using latex or rubber moulds. If you cannot make your own latex moulds Woodland Scenic make some very reasonably priced moulds that are available from most hobby shops. There are many arguments about wet and dry rock moulds but the dry method is quick, cheap and does not require as much skill. You can sit out in the yard under an umbrella and make them at your leisure then bring them into the train room and attach them. Dry moulded rocks can be cut or turned upside down and sideways so that one mould makes many different shaped rocks.

The next step is to attach the rocks to the plaster cliff you have built from the Chux. Mix a slightly dry batch of plaster in the bowl and use it as a cement to stick the rocks in place. Support them for about 60 minutes until the plaster holds them firmly to the plaster cliff. When the whole cliff face is covered let it set for 24 hours to make sure everything is held firmly in place.

Now fill the joins between the rock moulds with some slightly dry plaster which you can work in with an artist's palette knife available at any craft shop for around \$5. Let this dry for 24 hours before colouring. Fill an old cup with methylated spirit and dip a small artist's paintbrush into a bottle of Tamyia Flat black paint. Put the brush into the methylated spirit and mix. Paint onto a piece of leftover plaster to check the colour. Just add as many dips of paint as needed to get the colour you want for the rocks. Then stain all the rock moulds the same colour at the same time and let this dry for 24 hours.

The next step is one you will not find in any book. Put a cup of dry plaster in a dish and add some black oxide which is sold at hardware stores to colour concrete. Add the oxide in very small amounts and mix well. You will get a grey powder which will be the colour of the rocks. Dry brush this into the rocks and the differences in colour between the plaster used to fill the gaps and the rock moulds themselves will diminish to the point where it is hardly noticeable. You can make various batches of the dry powder mix which are darker or lighter and work them on to the rock moulds to get an effect that you like. You can also colour pieces of shale with the powder so that real rock can be mixed with plaster rocks and they look almost





identical. Tallus and rock around the base of the cliff can be coloured with the powder to make it all match. You can also make red, yellow and orange coloured plaster powders from other coloured oxides to add highlights to your rocks. Some Woodlands Scenic ground foam can also be added for highlights and to cover any bits that do not look right.

The waterfall in the photo is made using Sellys Allclear which is teased out with an artist's palette knife. The white highlights representing the foam are painted in using artist's acrylic and when it has dried the whole thing is given a coat of clear enamel.



**Ken's method of creating rockwork is simple and very effective as can be seen in these photos. The sheer size of the gorge and the realistic waterfall all work together to create an imposing scene.**

# YOU WILL NEED MORE TANK CARS

By Allen Hare MMR

So - the USA is running out of oil, for a number of years we have been lead to believe that very soon crude oil will run out and hopefully steam locomotives will rule the rails again. If this is correct then why as late as 2012 the largest US pipe line operator Kinder Morgan Energy planned to build a 740 plus mile pipe line from the Texas Oil fields to a refining plant just outside Los Angeles at a cost of around US \$2 billion to deliver give or take 280,000 barrels of crude oil per day. However after trying to negotiate long term agreements with the refiners such as Valero Energy and Tesoro they pulled out – WHY?? Because the refiners had found a better way of getting their hands on the crude “By Railroad”.

Yes the railroad Company’s had beaten the pipe lines as all they had to do was lay a few extra miles of track and build new loading facilities to receive the oil and gas. The remote areas are suddenly and cheaply connected to existing rail networks of the major railways such as B.N.S.F, Union Pacific and Canadian Pacific Railways.

The railways are now hauling more crude and gas than in the golden days of Standard oil owned by the Rockefellers. So far in the first quarter of 2013 they have moved 98,000 car loads of crude oil between them. That’s more than 168% up from 2012 and 900% more than 2008. So much is now being moved that

Union Pacific has boosted its profits to a mind blowing US \$39 billion, B.N.S.F who were moving almost no crude in 2009 is now moving 650,000 barrels a day where Canadian Pacific in 2009 only moved 500 car loads. They expect to move around 75,000 in 2013.

A huge increase of the railway moved oil comes from of all places North Dakota where production has jumped to over 260% and has U.P. and B.N.S.F moving 400,000 barrels per day. Each car load on the average generates US \$2,500 for the railroads against those that still move coal at US \$2,200 per car load. Because of the big demand of rail freight to move oil, the largest US oil refiner Valero has just ordered an extra 5000 tank cars at a cost of US \$750 million. This will give them a fleet of over 12,000 tank cars. This does not take into account the number of tank cars owned by the other refiners. But it does not end here as all major refiners are investing heavily on new rail heads and plant, with one in Houston capable of taking 220,000 barrels each day.

There is no word on how long these oil trains will be but we may soon find fast food outlets next to railway crossings, so you can get a meal while you wait for the train to pass. You will need to go and buy more oil cars for your layout as you more than likely do not have enough as the average trains are 1-6km long. Imagine this in HO Scale.

**The darker side of fuel haulage by rail, this accident wiped out a small town and killed 15 people. This is one of a number of devastating accidents that have occurred in the US and Canada.**

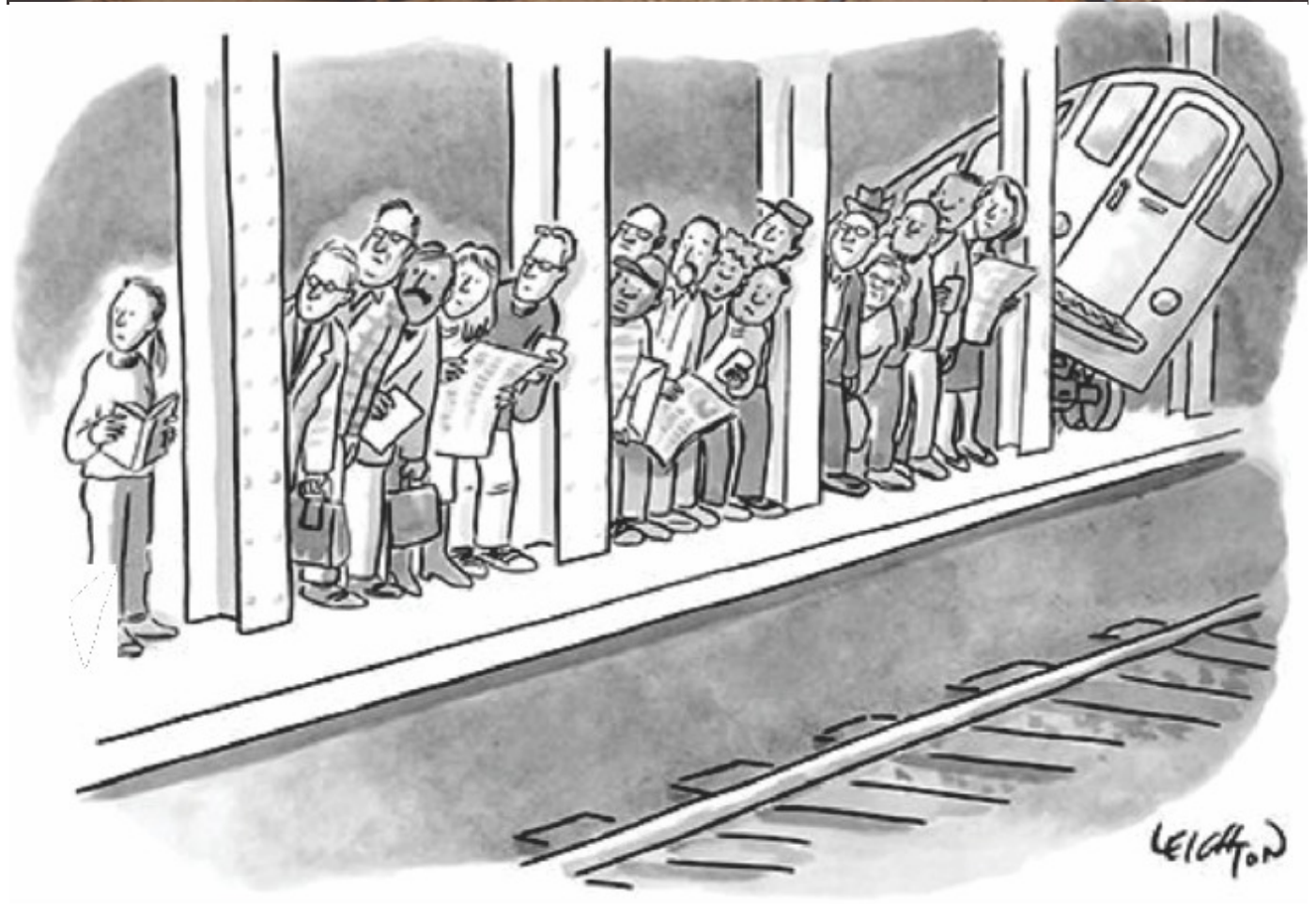
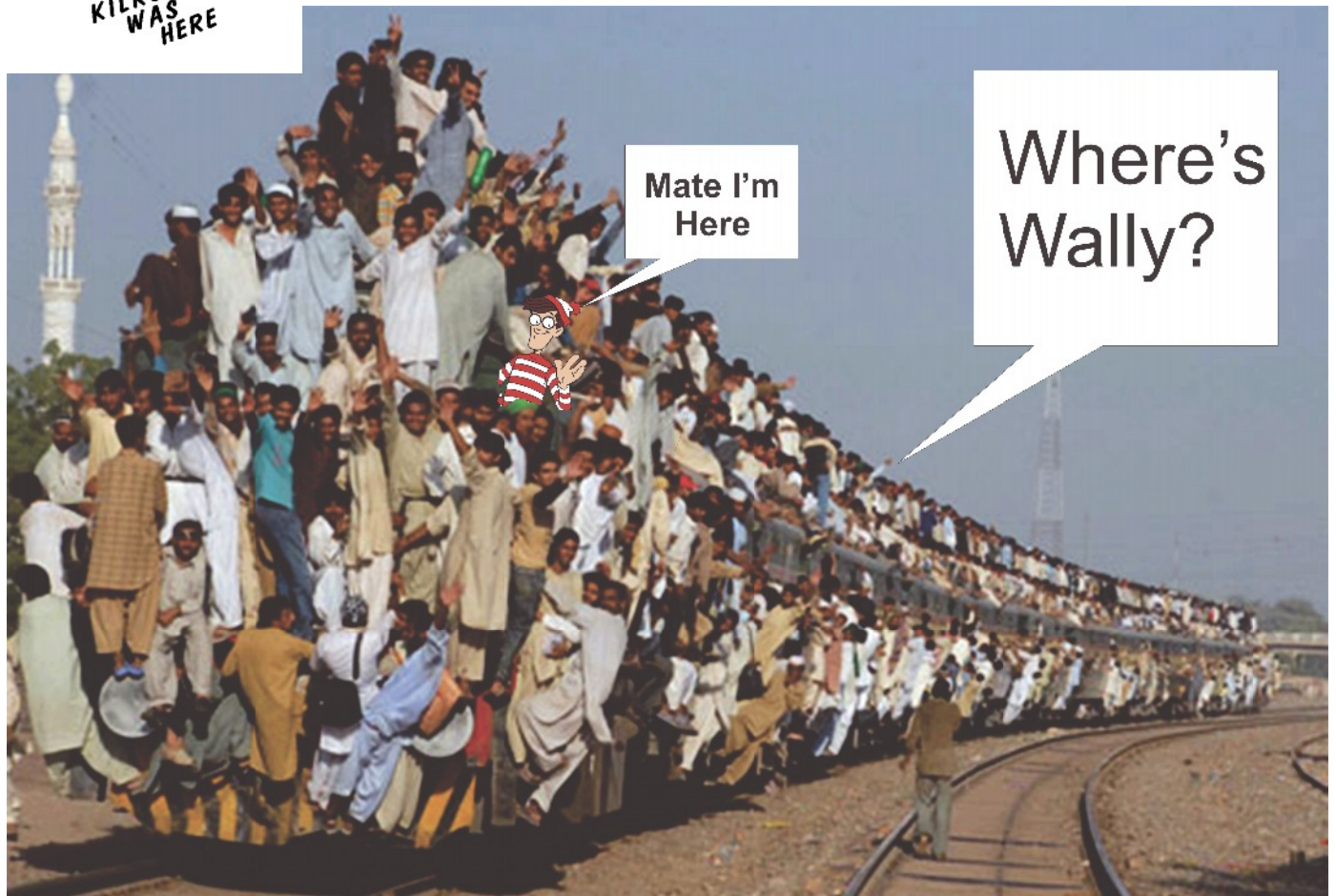


A firefighter stands close to the remains of a train wreckage in Lac Megantic July 8, 2013. A driverless, runaway fuel train that exploded in a deadly ball of flames in the center of a small Quebec town. The train started rumbling down an empty track just minutes after a fire crew had extinguished a blaze in one of its parked locomotives, an eyewitness said on Monday.

Image by: MATHIEU BELANGER / REUTERS



# TIME FOR A LAUGH





# WEATHERING

*Photos: K Scales and Bill Cox*

*By Ken Scales*

I believe the lesson we can learn about weathering and realism is best shown in the Smugglers Cove layout built by Geoff Nott and Michael Flack. I had a really good look at the detail and weathering on this layout when it was on display at an NMRA meeting a few weeks ago. Despite what we think about Narrow Gauge (the dark side) most of these layouts are not all rust and dust. Smugglers Cove has just the right balance of new and weathered items to instil about as much realism as you can get on a model layout. Despite the enthusiasm for layouts such as Red Stag, Charging Moose and Muskrat Ramble this one is far better for inspiration if you are a modern era modeller.

If you look at a real railroad only a small number of freight wagons will be very heavily weathered. It depends very heavily on age what they are used for and when they are due for shopping which often involves painting. Most freight cars used for general goods have light weathering. Food cars even are generally a lot cleaner because the shippers would not use the railroad if they looked dirty. Ore cars are dusty and often show rust because of the dust and abrasion from the loads. Liquid cars are generally a bit dirty with light spill marks around the domes because the liquids tend to damage the paintwork. Passenger locos, stations and cars are generally spotless and many railroads washed trains before each run.

To make things realistic we should do to our equipment what the eye expects to see. You do not have to heavily weather anything if you do not want to. If you have an expensive custom painted loco leave it alone and viewers will assume it has just been shopped. Compensate by weathering rolling stock that you care less about. The ideal pieces of rolling stock to heavily weather are the cheapest least detailed items. Viewers will concentrate on the heavy weathering and do not notice the lack of detail compared to some of the newer better models. The one thing you generally need to weather are the trucks and handrails on

diesel locos and the trucks on rolling stock. These are almost never clean and shiny black plastic never looks good. Hand rails on locos usually weather to a dark metallic grey once they leave the factory except for safety paint on the ends. I always paint these with a dark metallic grey. Even the old metal Athearn handrails look a lot better if you give them a coat of metallic grey paint along the centre sections and paint the end sections white or yellow according to what your prototype used. Trucks on locos always have a dusty look which can be achieved on a model in a variety of ways. The best way to copy weathering on a loco truck is to look at a photo of the prototype.

The real trick is creating something believable. Some of the US magazines concentrate on articles about cars that look like they have survived an atom bomb or been pulled from the ocean. Railroads kept most equipment clean and in good order. The best guide is the coloured books on the prototype which show whole trains in service. With modern era railroads colour photos are very easy to obtain and these will show the picture your brain expects to receive when you look at a model of a train rolling along your railroad. The real trick with weathering is perception. The weathering should match the prototype. You do not weather a Sante-Fe E6 passenger loco running in the 1940s because they were kept cleaner than many domestic kitchens. However a 40 foot boxcar still running in 1960 can be as run down as you like because railroads generally would not shop a car that was at the very end of its life.

Weathering can bring even the most uninteresting model to life. If you run a lot of operation basic rolling stock such as blue box Athearn stand up to the rigors of handling very well. However if you add some very effective weathering these simple models take on a whole new look. You can keep your fragile rolling stock for running when no one gets to touch them.



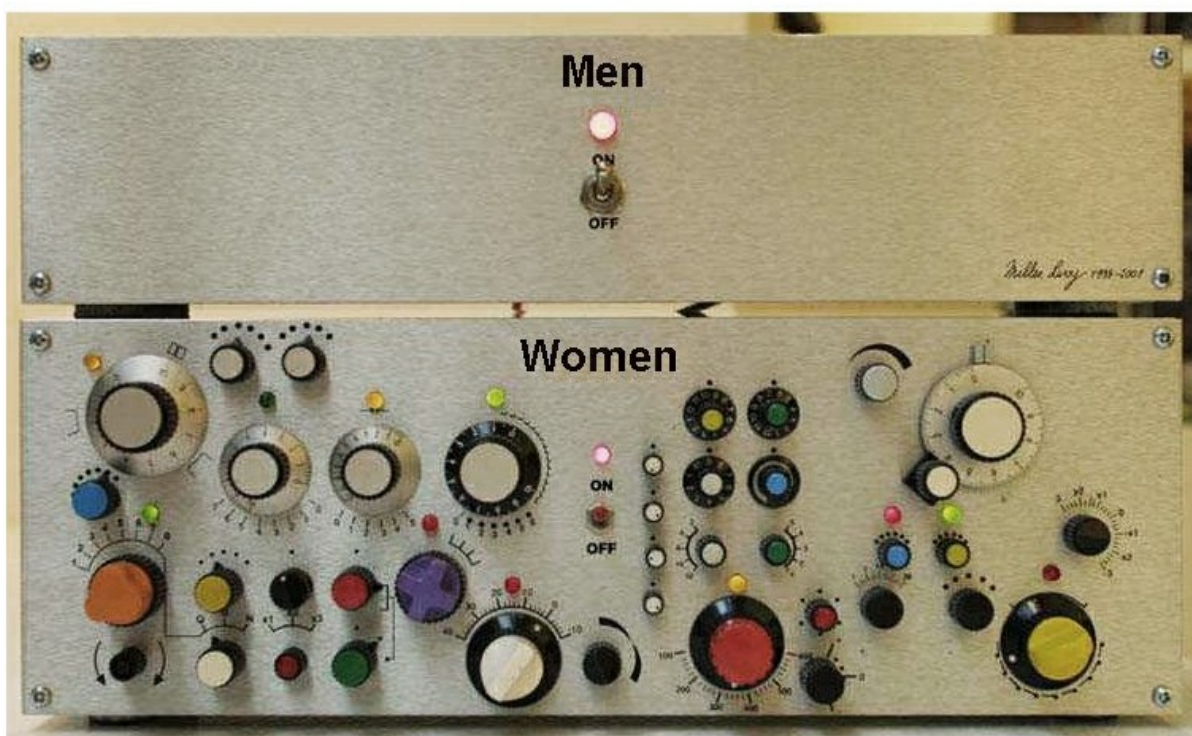
The Prototype will always provide the best indication of how the elements affect the surfaces of rolling stock and provide the inspiration needed to weather your models.





This is definitely my favourite steam loco but sadly these were all destroyed with none being preserved for future generations to admire. Most were cut up the year I was born and that has strengthened my passion for these wonderful machines. This photo shows the awe of the crowd who witnessed the first run of this locomotive in the 1930's.

Robyn Taylor



Erik Bennett sent me this photo which I think is quite accurate except for the fact that there appears to be a knob missing from the right hand side. Does it come in any other colours?

Robyn Taylor

# IMPORTANT NOTICE

## NOTICE OF 2014 ANNUAL GENERAL MEETING OF THE NATIONAL MODEL RAILROAD ASSOCIATION Inc AUSTRALASIAN REGION

Notice is hereby given of the Annual General Meeting (AGM) of the National Model Railroad Association Inc, Australasian Region to be held at 3pm, after the regular New South Wales Central Division 7 meeting on Saturday June 14<sup>th</sup> at 12 Lindwall Place Shalvey. In keeping with the rules for an incorporated Association, the National Model Railroad Association Inc. must hold its AGM within 6 months of the expiration of the financial year, being December 31<sup>st</sup> 2013.

Subject to Section 37 of the Associations Incorporation Act 2009, the AGM must follow strict guidelines and no questions during the meeting will be permitted. Questions in writing delivered to the Secretary or the President prior to the meeting will be addressed.

The following agenda will be strictly followed.

- Read and confirm the minutes as accepted by the Australasian Region Committee (ARC) of the last AGM.
- The Presidents report on the activities of the association.
- The Treasurers report.
- AGM agrees that ARC approve the minutes at the next meeting.
- Vote on changes to the Rules of Association. Recommended by the outgoing ARC.
- Announcement of the members of the new ARC.
- Questions.

No business other than that specified in this agenda notice will be addressed. Questions from the floor will be permitted after the AGM.

Kelly Loyd  
Secretary  
NMRA AR



## NMRA Meeting Report for Division 3

### January 2014

The meeting was held at the home Andrea & John Droste at Woodford, a small village north of Warrnambool in SW Victoria. John has been undertaking structure and rolling stock construction whilst excavating under his home to make room for his dream layout. The meeting date coincided with the Warrnambool Model Railway Exhibition and was held as a Saturday evening dinner. 15 members and partners including guest, Ian Wilson, attended the evening which was a great achievement considering the distances members would have travelled.

Only a few items were on display, but quite a bit of reading material were in abundance. Highlights include:

Grant McAdam: 1:48 Green House

Rod Hutchinson: Books - Modelling Grassland (Gordon Gravatt), 2014 Modellers Annual (Westlake Publishing)\*, Railway to Cudgewa (Nick Anchen), Powelltown Tramway Centenary (LRRSA).

\*Last paper edition to be published.

John Droste: 1:48 Scratch models of the Como Depot in Colorado and logging cars from the Denver, South Park and Pacific Railroad.

A barbeque dinner and plentiful deserts ensured that the contingent around the large dining table enjoyed the pleasant

camaraderie of like minded people enjoying each other's company. Most attendees were exhibitors on both days of the exhibition so an early night saw tired but contented attendees head back to the beds and get reading for another long show day.

Our superintendant, Grant McAdam, has a few more vacancies for meeting hosts so please contact him if you can assist.

John was presented with his host's plaque and Andr ea was thanked for opening up her home once again.

Rod Hutchinson,  
Mooroolbark, Victoria.



O Scale Flat cars by John Droste



Grant McAdam's O Scale Greenhouse



An O Scale model of Como depot by John Droste



## NMRA Meeting Report for Division 7

### Division 7 Meeting – November 2013

Six adventurous Central Coast members plus Lauris & Toni made the 135 km return trip to the monthly Division 7 meeting at Robert Lewis's home. Weather was hot but Robert had provided plenty of chairs plus cover and enough food to satisfy double the number that attended. Starting at 12 noon allowed an early afternoon tea (really a lunch) and a departure home early enough to avoid late afternoon local traffic.

Robert has made great progress on his layout which is positioned in the rear of the yard. Based on a couple of plans from MR it promised to be a very interesting layout to operate with multiple passing tracks and plenty of staging.

The attached photos show Robert's unusual mix of timber and slotted steel angle foundations. Unfortunately Robert has to move from the former family home shortly so we will never see further progress.

Apart from the Central Coast attendees there were approximately 30 more that made the trip including a number that have not been seen at Division 7 meetings for some time.

Gerry, supported by Lauris, was busy with registration & socialising so I took the attached pictures as a record for the future.

- John Sterland

### Division 7 Christmas Party – December 2013

The Div 7 Christmas Party was held at the Berowra Waters Inn Restaurant which is situated in a beautiful little river valley on a tributary of the Hawkesbury River. 76 people attended on a beautiful summer's day. We had our own section of the restaurant so we could mingle and catch up with friends and their partners. Again, a fantastic seafood buffet was provided that was enjoyed by all.

**NO CAPTIONS SUPPLIED FOR PHOTOS: REFER TO TEXT (EDITOR)**



As the lunch was settling, Gerry ran a trivia quiz amongst the tables with some of the trivia questions related to trains but many questions were related to current events. It was surprising how quickly we all forget recent events!!

Gerry also presented the Hopkins-Bone Award to Paul Marrant for his exceptional efforts with the kids scenery clinic, his librarian activities and his role as an active ARC Committee Member. Achievement Awards were presented to Rowan Mangion (Electrical) and Philip Anderson (Association Official).

Although there was no formal modelling competition, Sowerby Smith and Warren Wormald brought along some nice models for display.

- David O'Hearn

### Division 7 January 2014 Meeting

The January 2014 meeting was somewhat different in that it was a "drift in / drift out meeting" hosted by Michael Flack. The street where Michael lives has limited parking so the rolling format allowed people to come and go throughout the day without creating a parking bottleneck.

Michael has completed the third "town" module for Smugglers Cove and he had the complete layout on display and operating.

Over 73 members and visitors attended Michael's place and took the opportunity to see the wonderful layout before it is packed and shipped to the USA for exhibiting in the model railroad museum being created at Sacramento.

As well as the visitors, Jill Nott and a number of modellers who had worked with Geoff were present on the day. In addition to Michael Flack, there was John Montgomery and Ray Walters present when I dropped in during mid-morning on the Saturday.

The following photos show some of the admirers of the great layout.

- David O'Hearn



## Division 2 Report

The last meetings of 2013 were held by Charlie Dearling and Stephe Jitts. Charlie gave us an account of his recent travels to Kyrgyzstan (on an archaeological tour) and various other Middle Eastern locations visited on the way there and back.

Stephe talked about the operating practices on his Kangaroo Valley Railway layout, from how they were started and how they've evolved. For those of us not yet into operation in a prototypical manner, this was heady stuff.

We ended the year with a dinner at the *Delissio* restaurant in Curtin, where the food was great and the company excellent.

**Once again, for a more complete rundown on our meetings and some tongue-in-cheek photos etc, go on-line to the NMRA AR website and look at the past issues of the Flimsy**

**NO CAPTIONS SUPPLIED FOR PHOTOS: REFER TO TEXT (EDITOR)**



## LIBRARY NEWS

This will be my last article as Librarian, after nearly 4 years it is time to give somebody else a go. There was a lot more things that I wanted to do but circumstances out of my control did not allow this to happen. I will be handing over to Mr Warwick Fox at the February meeting at Don Davis's, I am more than confident that Warwick will do the job and do it well and I will continue to assist Warwick in any way I can while he settles into the job (if required).

I received a considerable amount of satisfaction in doing the Library and the points towards my Volunteer A.P. were a bonus. As with every thing there were a couple of things that I could not finalise, but overall there were more good things than bad.

Thank you for allowing me to serve as your Librarian over the past 4 odd years and I sincerely hope you support your new Librarian Warwick Fox the way you all have supported myself

With sincere thanks Paul Marrant MMR

# DIVISION MEETINGS

## 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.

**NMRA (AR)**  
**PROPOSED CHANGES to**  
**THE RULES of ASSOCIATION**

The proposed changes below are proposed by the outgoing ARC for the following reasons:

1. To align the rules with current legislation (Incorporations Act & Regulations updates).
2. To facilitate notifications to members by electronic media such as FAX or email.
3. To facilitate interstate and remote ARC members to attend ARC meetings by Teleconferencing.
4. Other miscellaneous changes in accordance with the updated Act and Regulations.
5. Typo corrections (not all listed here).

A full draft version is posted on the web site so these changes may be read in context.

**1.2 Definitions** (Update 1.2.5 & Add 1.2.8)

1.2.5 “the Act” means the NSW Associations Incorporation *Act 2009*;

“the Regulation” means the NSW Associations Incorporation Regulation *2010*

1.2.8 “*Electronic media*” means *facsimile, email, SMS or any other digital media becoming available for general and common use by the members.*

**2.1 Persons** (Change 2.1.1)

2.1.1 A *natural* person is qualified to be a member of the Association if, but only if, the person has not ceased to be a member of the Association at any time after incorporation of the Association under the Act, or has been approved for membership by the ARC.

**2.2 Application for Membership** (Change 2.2.1 & 2.2.5)

2.2.1 Application for Membership of the Association must be made in writing *or by electronic media* on the form prescribed from time to time for this purpose by the NMRA.

2.2.5 Where an application for membership is rejected *by the Association* or the NMRA, the Secretary or other nominated Officer is to promptly advise the applicant of such rejection, giving brief reasons, and returning all monies forwarded with the application.

**2.3 Cessation of Membership** (Change 2.3.1)

2.3.1 A person or other association ceases to be a member of the Association if that person or association:

- resigns their membership of *the Association or* the NMRA;
- is expelled from the *Association or* the NMRA;
- ceases, for any reason, to be a member of *the Association or* the NMRA;
- fails to pay the appropriate membership dues to *the Association or* the NMRA within the time limits in

accordance with the rules of the NMRA.

**2.5 Register of Members** (Add 2.5.4)

*2.5.4 A member must not use information about a person obtained from the register to contact or send material to the person, other than for:*

- f) the purposes of sending the person a newsletter, a notice in respect of a meeting or other event relating to the association or other material relating to the association, or*
- g) any other purpose necessary to comply with a requirement of the Act or the Regulation.*

**3.2 Composition of the Australian Region Committee**

(Change 3.2.1 & 3.2.2)

3.2.1 The members *of the ARC subject to section 28 & 29 of the Act*, shall consist of:

3.2.2 The *Authorised* Officers of the Association shall be:

**3.6 Casual Vacancies** (Add two dot points to 3.6.1)

3.6.1 For the purposes of these rules, a casual vacancy in the office or position of a member of the ARC occurs if the member:

- *is convicted of an offence involving fraud or dishonesty for which the maximum penalty on conviction is imprisonment for not less than 3 months, or*
- *is prohibited from being a director of a company under Part 2D.6 (Disqualification from managing corporations) of the Corporations Act 2001 of the Commonwealth.*

**3.8 Meetings and Quorum** (Change 3.8.1)

*3.8.1 The ARC shall meet at least three times in each period of twelve months at such place and at such time as the ARC may determine. Due to the diverse geographical nature of the Association, the Superintendents of Divisions need not participate in ARC meetings, but should participate if circumstances such as the availability of Teleconference facilities permit them to do so.*

**4.1 Annual General Meetings** (Update 4.1.3 & 4.1.5)

4.1.3 Clauses 4.1.1 and 4.1.2 have effect subject to any extension or permission granted by the Commissioner under *section 37(2)* of the Act.

4.1.5

- Receive and consider the statement which is required to be submitted to members pursuant to *section 43* of the Act.

#### **4.3 Notice of Meetings (Change 4.3.1)**

4.3.1 Except where the nature of the business proposed to be dealt with at a general meeting requires a special resolution of the Association, the Secretary shall, at least fourteen days before the date fixed for the holding of the general meeting, cause to be sent by pre-paid post to each financial member at the member's address appearing in the register of members *or by electronic media*, a notice specifying the date, place and time of the meeting and the nature of the business proposed to be transacted at the meeting.

#### **4.6 Adjournment (Change 4.6.2)**

4.6.2 Where a general meeting is adjourned for fourteen days or more, the Secretary shall give written notice (*by post or electronic medium*) of the adjourned meeting to each member of the Association stating the place, date and time of the meeting and the nature of the business to be transacted at the meeting.

#### **4.9 Voting at Meetings (Change 4.9.4)**

4.9.4 A member or proxy is not entitled to vote at a general meeting of the Association unless all money due and payable by the member or proxy to the Association has been paid, they are a member of the NMRA in good standing *and 18 years of age or older*.

#### **5.9 Service of Notices (Change 5.9.1 & Replace 5.9.2)**

5.9.1 For the purpose of these rules, a notice may be served by or on behalf of the Association upon any member either personally, or by sending it by post to the member, or by being published in or included with the Association journal regularly mailed to all members, to the address of the member shown in the register of members *or by electronic media*.

*5.9.2 For the purpose of this constitution, a notice is taken, unless the contrary is proved, to have been given or served:*

- a. in the case of a notice given or served personally, on the date on which it is received by the addressee, and*
- b. in the case of a notice sent by pre-paid post, on the date when it would have been delivered in the ordinary course of post, and*
- c. in the case of a notice sent by facsimile transmission or some other form of electronic transmission, on the date it was sent or, if the machine from which the transmission was sent produces a report indicating that the notice was sent on a later date, on that date.*

#### **5.10 Surplus Property (Update 5.10.1 & 5.10.2)**

5.10.1 The Association shall pass a special resolution nominating an incorporated association as the association in which the Association is to vest its surplus property pursuant to *section 65 (3) of the Act* in the event of the winding up or cancellation of the incorporation of the Association.

5.10.2 The incorporated association so nominated shall be one which fulfils the requirements specified in *section 65 (3) of the Act (as amended 2009)*.

#### **5.11 Policies of the Association (Shorten/Simplify 5.11.1 & Delete 5.11.2)**

*5.11.1 The ARC may make policies, not inconsistent with these Rules of Association.*

*5.11.2 Deleted*

## **EDUCATION DEPARTMENT**

**UPDATE – FEB 2014**

**By Peter Burrows**

I am pleased to announce that our own home grown Basic Skills program is completed and will be available on our web site by the time you are reading this update. Full credit goes to our WA Superintendent Rod Tonkin who has done a fantastic job writing these ten modules with just a little editing from me. These modules will take modellers from starting out to gaining a Golden Spike.

Now we are no longer reliant on the US based program (over which we have no control) and Rod has written the modules in the Australasian vernacular to avoid any confusion over US terms that may be experienced by beginners.

If you wish to go through this program it is free of charge to members and non-members on our NMRA (AR) web site. No registration is necessary.

Peter Burrows

Education Chair (AR)

# 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

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Division 5 New Zealand	Kevin Sherson	(04) 234 8577	div5sup@nmra.org.au
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Division 7 NSW	Gerry Hopkins MMR	(02) 4329 0242	div7sup@nmra.org.au
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Taiwan TSD	Ivan Yih		ivan_yih@anemodel.com

## REGIONAL VOLUNTEERS

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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



# 50 *Years*

## MEMBERSHIP AWARD

Lawrie and Dawn Woodley proudly hold the 50 year membership plaque that was presented to them on Sunday the 8<sup>th</sup> December.





'DUNSTAN'

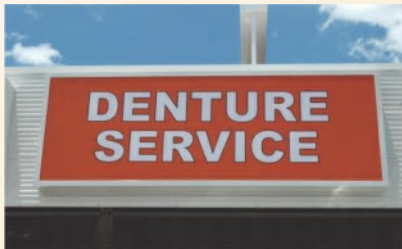
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