

MainLine



**The Journal of NMRA
Australasian Region**

Vol 31 No 4 January 2015

NMRA Australasian Region Directory

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The Australasian Region of NMRA

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Contributions

All members of Australasian Region are invited to submit articles of a railway nature for publication in Mainline. Submissions in Word or JPG format can be Emailed to

editor@nmra.org.au. or to my home Email address rjtonkin@iinet.net.au

Original uncropped photo files would be preferred.

Please ensure any contributions of copyrighted material have written approval from the copyright holder for the use of the copyrighted materials.

Disclaimer

Articles and comments are provided by members in good faith and the views expressed therein are not necessarily those of NMRA AR

Target dates for future issues

Autumn

Content submissions **15 March 2015**

Publish date on web **1 April 2015**

Winter

Content submissions **15 Jun 2015**

Publish date on web **1 July 2015**

Cover photo

As evening falls NYC F7 1663 drifts into Tupper Lake on John Diamond's HO scale Tupper Lake and South Junction Railroad. Photo by John Diamond

Contents

Articles

• A night out at Tupper Lake	John Diamond	9
• Building Rodney's Marsh	Jessica Brisbane	11
• Toilet paper scenery base	Jeff Lee	15
• Reflecting on the Rules	Kel Sherson	16
• Designing "Western Lines"	Rod Tonkin	17
• Vale Bob Kollwyn	Frank Godde MMR	20
• LA&SF Valley	Donald Davis	21
• Artificial moonlight	Rod Tonkin	22
• Introducing the Editor	Rod Tonkin	23

Regular features

- Presidents Thoughts
- Editorial musings
- Divisional round up
- Convention news
- Australasian Region directory
- Coming events
- Prototype observations

From the President's Desk

Welcome to this first electronic edition of MainLine. I would like to congratulate Rod Tonkin on his first issue as editor in this new, innovative format. I would also like to thank Rod for taking up the editor role at relatively short notice and with very little in the way of handover or assistance from our previous MainLine editor. I hope you enjoy this new electronic, wide-screen version of the MainLine.

In February you will receive voting slips for the forthcoming NMRA National Elections. I anticipate the ballots will be included in a complementary issue of NMRA Magazine that will be mailed to all members. For members of the Australasian Region (AR), you can send your votes by email or by post to the AR Secretary's address which will make voting much more convenient for you than responding by post to the USA. More details of this process will be provided by email in February once more information has been received from the US. A number of National (i.e. US) positions are up for election as well as the position of Pacific Director. Our Pacific Director is currently Mike Bartlett who is a member of Division 9 in Taree, NSW. He is doing an excellent job representing our Australasian Region at the twice yearly NMRA Board Meetings in the USA. He is renominating for the role. Kelly Lloyd, our previous AR Secretary, is also nominating for the role so you will vote for your choice of these two people for this important position.

Our Annual General Meeting (AGM) for the AR will be held on 14 March 2015 at Shalvey in Sydney. There are no Office Bearer elections this year however you will be asked to vote to approve an increase in membership fees. I wrote to you in October advising the reasons for this fee increase. Our Rules of Association require the increase to be endorsed at a general meeting of the membership. This is why the AGM has been moved from June to March to allow endorsement of the fee increase so that it can be implemented with effect from 1 July 2015.

In other news, 2015 will be a big year for conventions. Our AR is supporting the Narrow Gauge Convention at Bowral (NSW) at Easter and the N Scale Convention in Brisbane a week later in April. The AR Convention will be held later in the year in September. This year it will be hosted by Division 7 in Sydney. The Division 7 team are already undertaking planning and organising for this event so you will hear more about it in future issues of MainLine.

As we move into this 'electronic age', I encourage you all to regularly review and 'surf' the AR web site at www.nmra.org.au as there is a wealth of great information available and it is updated at least weekly by our webmaster.

David O'Hearn AR President 1 January 2015

NMRA National Elections

The NMRA organisation in the USA will mail out the February 2015 edition of their NMRA Magazine to all members in the next few weeks. This edition is the election edition. It will contain statements from the candidates and a voting slip similar to the sample shown on the following page.

Members of the Australasian Region are to:

Enter your name and membership number in the box in the middle of the page. You can find this information on the magazine mailing label or on your AR Membership Card.

Financial members of the AR are eligible to vote for all the positions on the left hand column on the ballot paper. These positions are:

President

Vice President-Administration

Vice President – Special Projects (note this position has only one candidate at present)

Pacific District Director

Make your voting selections on the voting paper then send it to the AR Secretary by:

Mailing the completed voting paper to:

Sam Mangion

164 Buff Point Road

BUFF POINT NSW 2262

OR

Sign next to your name in the middle of the voting paper, scan the completed voting paper and email it as an attachment to the AR Secretary at: secretary@nmra.org.au



National Model Railroad Association, Inc.

2015 Worldwide Ballot

According to the NMRA Regulations, members in all classes are eligible to vote, except individuals holding Family, Sustaining, Patron, and RailPass memberships. Corporate members other than individuals are also not eligible to vote. Every eligible member worldwide is entitled to vote for the President position and two Vice President positions. Eligibility to vote for the Director positions is based upon your place of residence. To determine the positions for which you may vote, consult this list:

- NMRA President – All voting members worldwide
- NMRA Vice President, Administration – All voting members worldwide
- NMRA Vice President, Special Projects – All voting members worldwide
- NMRA At-Large North American Director – All voting members in the U.S. and Canada
- NMRA Eastern District Director – All voting members in FL, GA, SC, NC, VA, WV, MD, DE, PA, NJ, NY, CT, RI, MA, VT, NH, ME, and DC
- NMRA Pacific District Director – All voting members in Asia, Australia, New Zealand, and the Middle East

Ballot instructions – make sure your vote counts!

For each office for which you're eligible to vote, mark the box next to the candidate of your choice. For U.S. members, remove the peel-off mailing label from your magazine and attach to the box below. For non-U.S. members, print your name and membership number in the space provided within the box below. This is solely to allow the Ballot Committee to verify your vote; votes are not tracked by individual. Photocopied ballots will be accepted; photocopied labels will not. Ballots must be postmarked no later than March 1, 2015 and received no later than March 10, 2015. Return your ballot to the most convenient of the following addresses:

NMRA Inc. Attn: Ballot Committee P.O. Box 1328 Soddy Daisy TN 37384-1328 USA	Stephen Wood NMRA Canada Elections Chair 12 Rhine Court Brampton, ON L6Z1N9	Sam Mangion 164 Buff Point Rd Buff Point NSW 2262 Australia	Rai Fenton 43 Essex Road Chingford LONDON E4 6DG England
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U.S. members: Attach ORIGINAL mailing label here.
Non-U.S. members: Fill in blanks below.

Name _____
Number _____

If scanning and emailing voting slip, sign here

NMRA Worldwide Ballot (all members worldwide)

For President:

- Charlie Getz, HLM
- Jack Hamilton, MMR (by petition)
- _____ (write-in)

For Vice President-Administration:

- Clark Kooning, HLM, MMR
- Dave Thornton
- _____ (write-in)

For Vice President-Special Projects:

- Gerry Leone, HLM, MMR
- _____ (write-in)

Pacific District Ballot (Pacific District members)

- Mike Bartlett
- Kelly Loyd, MMR
- _____ (write-in)

At-Large North America Ballot (U.S. and Canadian members)

For At-Large North America District Director:

- Bob Ferguson
- Vincent Gallogly
- Alan Saatkamp, MMR
- Paul Voelker
- Bob Weinheimer, MMR
- Peter Youngblood, MMR
- _____ (write-in)

Eastern District Ballot (U.S. Eastern District members)

- Joe Gelmini, MMR
- _____ (write-in)

2015 Ballot Supplement p. 1

Vote in these areas only

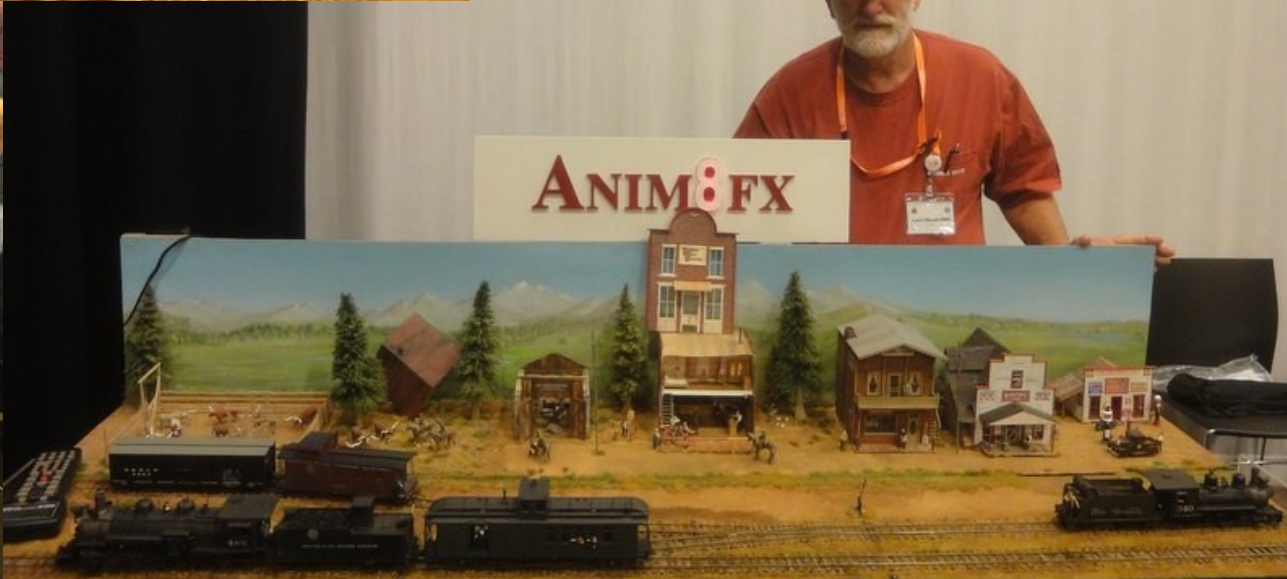
Preservation news

NSWR AD60 class 6029 thanks to "Project6029" has been returned to steam. Photos from "Train Talk" the journal of the 100% NMRA Darling Downs Model Railway Club



Convention 2014

Laurie McLean MMR's photos of the 2014 Region Convention



**More 2014 convention highlights from
the camera of Laurie McLean MMR**



ESK 2014



ESK 2014



ESK 2014



Editorial musings

Welcome to the first all digital edition of **MainLine**. Going digital opens up many possibilities such as full colour, the landscape format and live links to web sites. Your comments on our magazines layout, content, type face and type size would be appreciated.

I think I made it quite clear in my letter in the Spring MainLine I consider our divisions to be the heart of Australasian Region and MainLine should reflect this. When I wrote that Email I had no idea I'd end up editing the next issue of MainLine. Now as editor of MainLine, news items and articles from division and special interest groups are most welcome and will be published.

The non official content of **MainLine** is up to you, our members. I'd like to see what you are modelling, the progress of your layout and your rail fanning experiences. I'd like to thank the members who wrote the articles and the division members who forwarded me news on your division's activities. published in this issue of MainLine. Your efforts are most appreciated.

Some of the articles in this issue were written by me. Your generosity in contributing articles and division news will ensure my contributions to MainLine are kept to a respectable minimum.

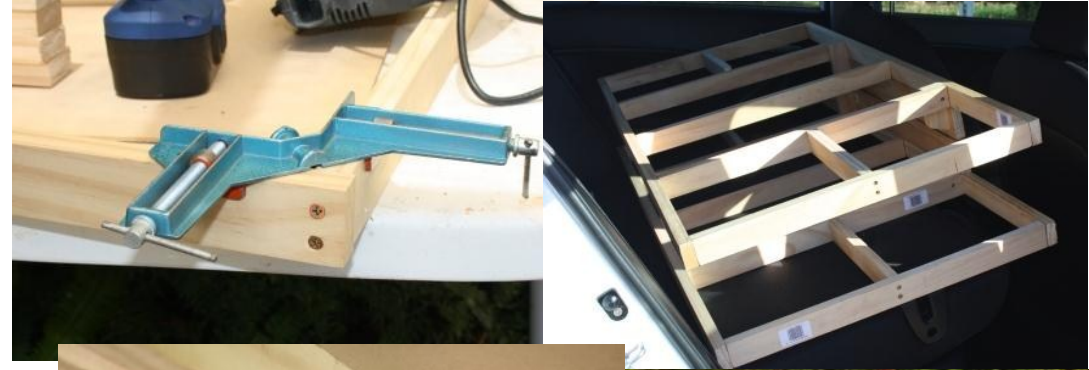
This issue of MainLine sees the first chapter in the saga of designing, building and exhibiting Division Four's exhibition layout "Western Lines". The idea behind the project was to develop a small readily transportable exhibition layout able to be awarded the Achievement Program's "Golden Spike" award. In addition it had to be capable of being expanded at a later date into part of a larger home or club layout. The photos opposite show progress to date; layout frame assembly, trial fitting the folded layout frame into my car, the hinged frame joint, the leg to frame mounting, the framing on its legs and the first locomotive to run on the layout on DCC power. We hope you enjoy it.

Wishing you a prosperous new year.

Happy Modelling

Rod Tonkin Editor

My wife Pauline took the above photo of me at the controls of preserved VR H220 in the mid 1970s.



'A Night Out In Tupper Lake'

John Diamond

John enjoying his handiwork

A typical night out at Saulenas Tavern in Tupper Lake. Saulenas Tavern is from Bar Mills, Electric sign from Jordan, figures are from Preiser.

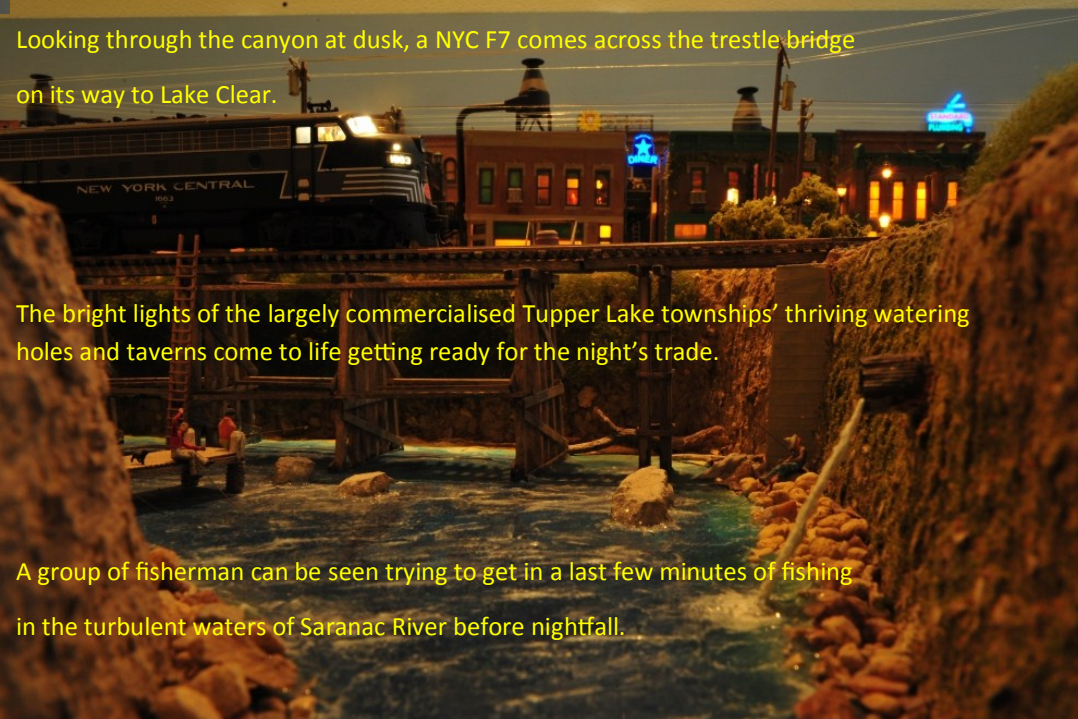
Saranac Lake Junction. Saulenas Tavern is from Bar Mills, Electric sign from Keller Engineering. Vehicles are from Jordan, figures are from Preiser.



Looking through the canyon at dusk, a NYC F7 comes across the trestle bridge on its way to Lake Clear.

The bright lights of the largely commercialised Tupper Lake townships' thriving watering holes and taverns come to life getting ready for the night's trade.

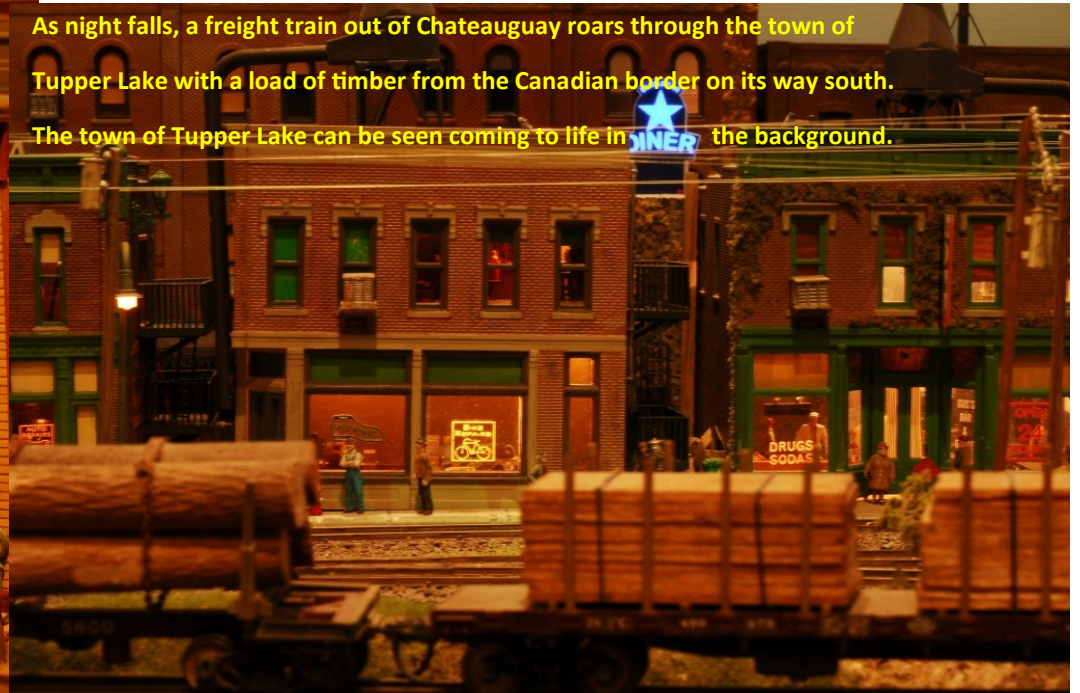
A group of fisherman can be seen trying to get in a last few minutes of fishing in the turbulent waters of Saranac River before nightfall.



Morning has found Saulenas' Tavern in full swing, kept busy with fresh crews from the overnight freights from New York. The beer is always ice cold at Saulenas.



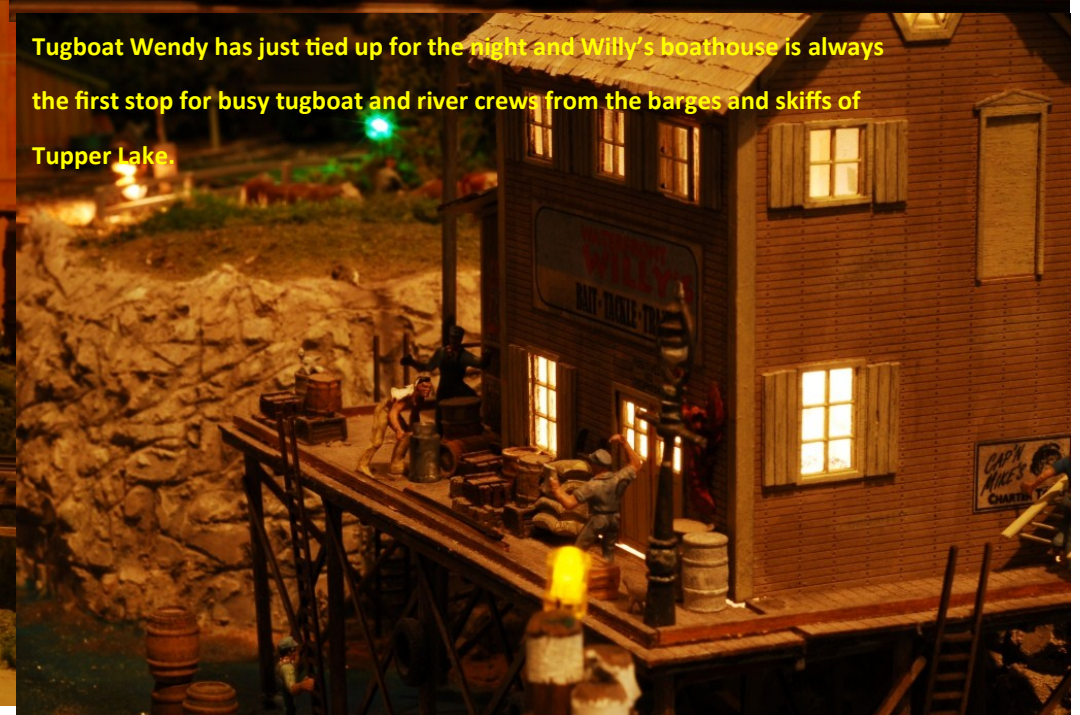
As night falls, a freight train out of Chateauguay roars through the town of Tupper Lake with a load of timber from the Canadian border on its way south. The town of Tupper Lake can be seen coming to life in the background.



A breakdown on the way out of the township of Tupper Lake is readily assisted by a road crew about to go home after a busy day.



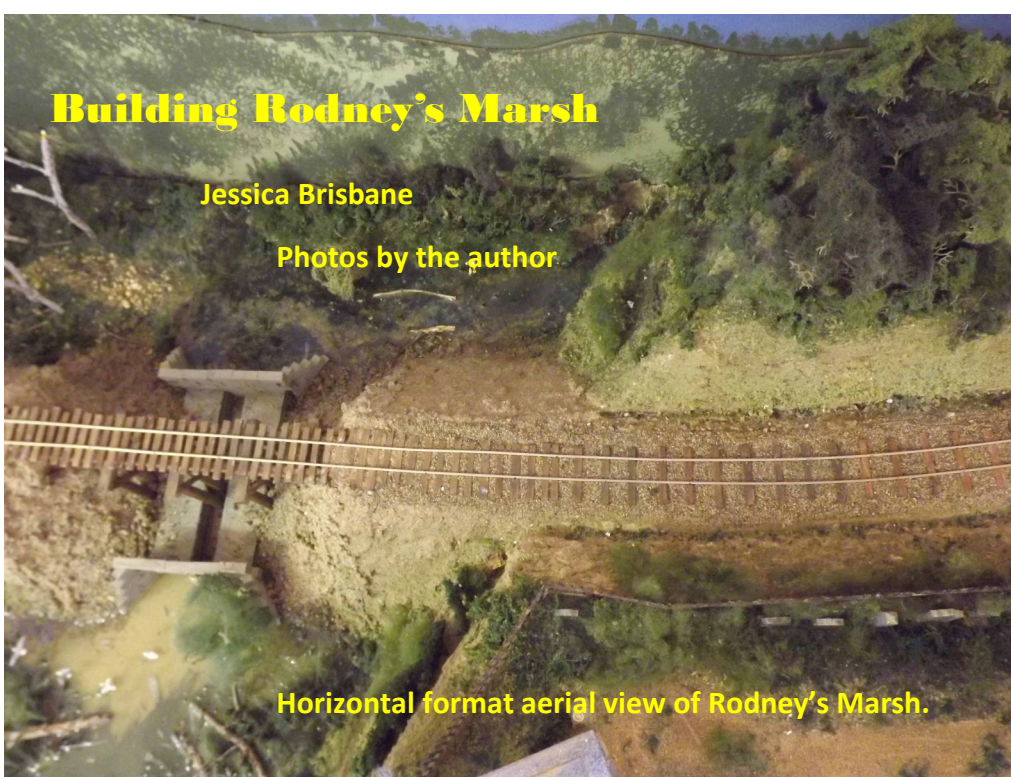
Tugboat Wendy has just tied up for the night and Willy's boathouse is always the first stop for busy tugboat and river crews from the barges and skiffs of Tupper Lake.



Building Rodney's Marsh

Jessica Brisbane

Photos by the author



A few years ago I saw an old photo of a trestle being turned in to a fill by having gondola loads of gravel and muck dumped off the top. I decided then that sooner or later I would have to model that scene. This is how I did it. The town of Innsmouth (the terminus of my branch) is described (in a story by H P Lovecraft) as being surrounded by salt marsh, so that's what I decided to put my trestle/fill across. Much research followed on tourist web sites, Google Images, and Audubon Society guidebooks.

In the beginning...

The whole scene covers a 610 mm x 1220 mm flat-top section of my On30 layout. I started by roughing out the landforms using layers of Styrofoam wall insulation (fig 1). I glued the layers together with Liquid Nails Rapid, which is safe for use with Styrofoam, etc. DO NOT use any other construction adhesive without checking the label. I made sure to allow space for mini scenes, some of which I had already planned and built, and some which developed spontaneously as I went along. I planted the pile bents for the trestle early on so I could shape the ends of the embankment sections. The piles were made from roughed-up dowel assembled in a jig left over from an earlier project. I also installed the future drainage culvert. It's made of wood covered with a thick coat of Reeves Coarse Texture Gel to make it look like rough concrete.

Vertical format aerial view of Rodney's Marsh.



Fig 1 Roughing out Rodney's Marsh using layers of Styrofoam



Figure 2. The area representing older hills has been covered with greenery, the newly dumped fill has been left barren.



I soon realised that I'd have to build most of the scenery below track level before I laid the track, simply for access. This is the opposite of my usual practice. The roughed-in contours were covered in Sculpt-It, an artist's product that is a mixture of papier maché and plaster. It dries slowly and is light and easy to work. It also gives a textured surface that's a good base for ground cover. Then I painted the Sculpt-It with variations on my basic dirt colour and added unsifted dried garden sand. Those areas that represented old hills also received grass, shrubs and trees; the newer embankments did not (fig2).

I built some low-relief hills up against the backdrop, partly to increase the

apparent distance to the horizon by forced perspective, and partly to act as a dam for the epoxy resin water I'd eventually be pouring (fig 3).

Once the scenery under the trestle was reasonably complete, I laid the stringers over the top of the bents, added ties, and spiked the rails in place. I find hand-laying track to be pleasantly relaxing. After that came the more difficult task of dropping the track feeders through the embankments, which you might have noticed are rather thick. I eventually had to melt tunnels through the Styrofoam using a hot knitting needle and lots of ventilation.

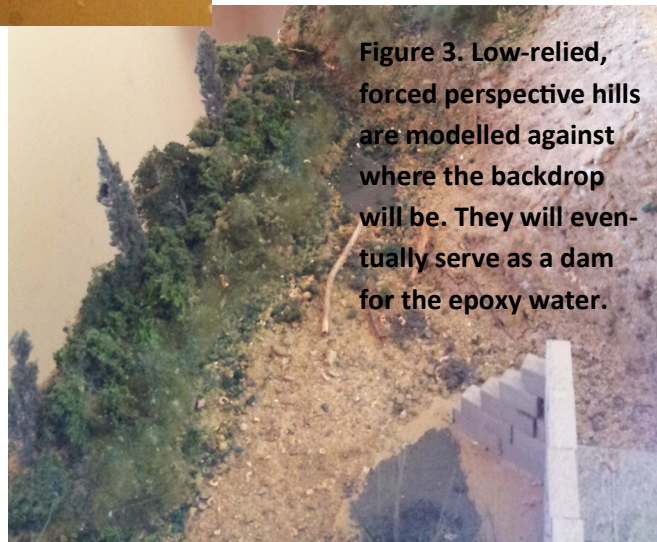


Figure 3. Low-relief, forced perspective hills are modelled against where the backdrop will be. They will eventually serve as a dam for the epoxy water.

The beaver pond

I wanted a beaver pond because beavers are cool. Also, I had a wonderful moose figure. I built up the level of the pond with (what else?) Styrofoam, and glued a piece of 3 mm MDF on top for the water surface. I drilled holes in the "water" for the moose's legs and for the reeds near the bank (fig 4). I drilled a hole in the moose's mouth so I could give him some water plants to eat. I also glued a squirrel on his back, because why would Rocky desert Bullwinkle?

An ivy plant I ripped out kindly provided sticks for the beaver dam (fig 5), and also some dead trees for figures of eagles. I zapped the branches in the microwave to kill any nasties, and also to make sure the ivy really was dead. I accidentally bought more eagles than I intended, but that's OK, I've seen plenty of photos of gatherings of eagles like that shown on the layout (fig 6). Once everything was in place, I gave the water surface several coats of acrylic gloss medium to make it shiny.



Figure 4. Painted beaver pond water surface with reeds in place near the far bank, holes for reeds and moose legs on near bank.



The moose with squirrel jockey

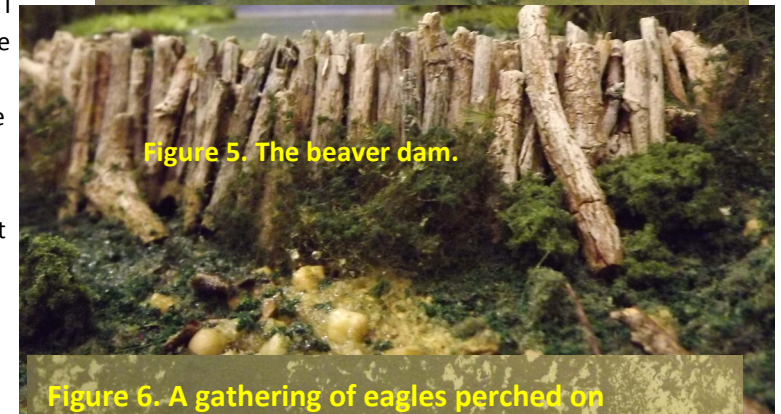


Figure 5. The beaver dam.



Figure 6. A gathering of eagles perched on some dead trees.

The (giant, mutant) firefly wood

Figure 7. The completed firefly wood.



Figure 10. The completed firefly wood on my workbench, lights off.

I once walked in a wood in Maryland surrounded by fireflies, so I decided to put a firefly wood on my layout (fig 7). I found a circuit to flash eight LEDs in “random” sequence on the internet (http://electronicsclub.info/p_random.htm), and built two of them. I sculpted a hilltop out of Styrofoam and poked holes in it with a hot knitting needle (fig 8). I soldered SMD green LEDs (don't ask about the failure rate) on to long leads of magnet wire, threaded them through the holes and soldered the leads to the flashing circuits. Then I surrounded the leads with ground cover, bushes and trees and finally poked in wedges of green foliage fibre (figs 10, 11). A mother black bear and cub finished the scene.

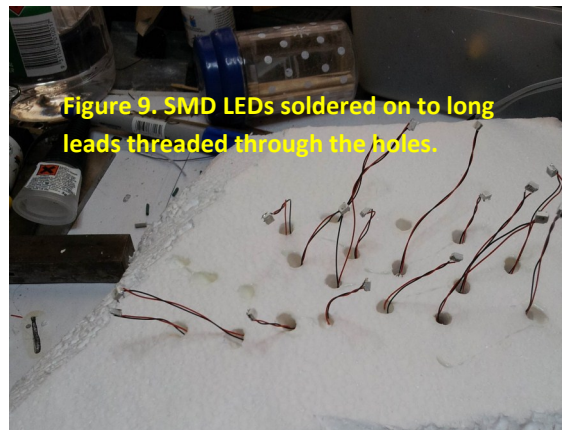


Figure 9. SMD LEDs soldered on to long leads threaded through the holes.

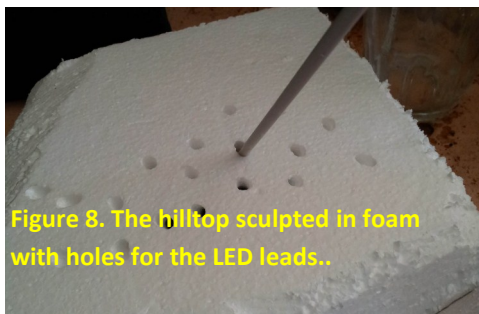


Figure 8. The hilltop sculpted in foam with holes for the LED leads..



Figure 11. The completed firefly wood, lights on.

The cemetery

This is the Big City Models cemetery kit built as per the instructions. I made some decals with epitaphs to put on the gravestones, but after weathering, they were illegible. I guess that's actually prototypical, though (fig 12). I was after a spooky, Lovecraftian mood, so I installed a colour-changing LED in the crypt to give a suitably eldritch glow, and added some sketchy characters sitting around a lantern with digging tools and booze, fortifying themselves while waiting for the proper time to do something mysterious (fig 13). I made the big willow tree from half a metre of 512 core power cable from Jaycar. I soldered a few centimetres of the strands together to form the trunk, then divided them to make smaller and smaller branches. It took a lot of time, a lot of solder, and a few superficial burns, but I like the way it turned out (figs 14, 15). Yes, it's supposed to look ineffably evil, as though it was nourished by unnameable, noisome fluids from the unholy deeps. Ahem.



The cemetery at night



The night workers



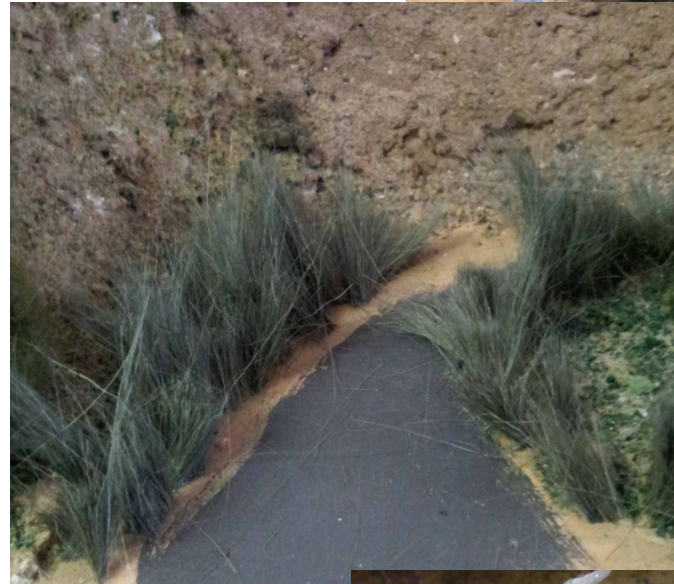
The willow tree under construction



Willow tree in grave yard

The swamp

I started by building up some islands and banks with Sculpt-It. They received plentiful ground-cover, low shrubs, and some trees (Fig 16). I had made a couple of small willows as practice for the big one, so they went in too. I painted the areas that would be submerged to represent shallower and deeper water. I planted reeds



and sedges (Woodland Scenics long grass) and dead ivy snags in the shallow areas (Fig 17). I also planted an angler and some flying seagulls on wires and an alligator (actually a Salt Water crocodile, but anyone who'll accept a crocodilian in Maine shouldn't be arguing about its species) in the shallows. I secured a strip of clear plastic across the front of the swamp, well-sealed to keep

the resin contained. Then I poured the swamp water (Envirotex Clear) in several layers. I put some fish made from silver Fimo on a couple of the layers. I finished off with a variety of swamp critters on the islands and snags, and some more sea birds on the water (fig 18).



Toilet Paper Scenery Base:

Jeff Lee

Yes, you read correctly. Here is a story and pictures of using common old white (hypogenic of course) toilet paper. In the past newspaper or similar material like paper towels soaked in four and water paste, or other glue, placed over a chicken wire or cardboard stringer frame was a common method of forming hills. This has given way to styrofoam carved hills which are then covered in a topping coat material to provide a base.

I like the styrofoam method. It is light, easily glued together, and with a hot wire easily shaped. Good quality styrofoam also cuts well with a box cutter knife. Don't try this with the cheap packaging styrofoam or you will have small bits everywhere. On top of the styrofoam I use "Top Coat" a plasterers mixture to smooth "gyprock" walls. You can buy it ready mixed as a paste and it lasts a year or so, or in powder form to mix yourself with water.

Now back to the topic: Toilet paper. I got the idea from Rob Peterson, an NMRA member and Hills Model Railroad member. They built their portably N Scale module layout using toilet paper scenery base.

In summary you place the toilet paper over the area you want and brush on 2:1 or 3:1 white glue. The end result is a stiff base to add additional scenery to or just paint as the texture shows through.

Here is how I used it. The picture at the left shows my experimental area where I had built up a rough base of styrofoam and in one section used "Top Coat" over the foam. The top coat is in the foreground and the unfinished foam at the back with some rock mouldings casually placed to see the effect.

Note the quality roll on the left.

Here are the ingredients in place. I tore up a piece of paper about the right size and put it in place.

Next step was to brush on 2:1 white glue to hold the paper down. Start at the top so the paper holds and the glue flows down the paper. I used a cheap 2 inch brush – about a \$1 from the Dollar shop. The white glue was mixed in an old 500ml white glue bottle and squirted into a milk bottle bottom I used to hold it to brush onto the paper.

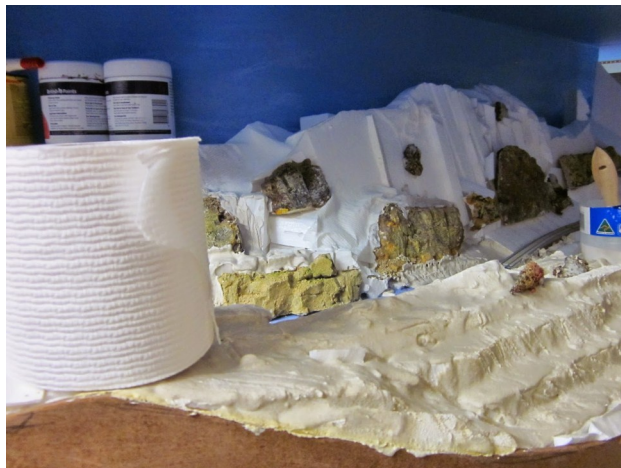


The plastic milk bottle is easy and cheap – just cut it about 75mm from the base and you have a good dispenser.

The photos show the trial installation scene and a cutting and future tunnel which will get the same treatment.

The Amtrak train in the photo gives an idea of the relative size of the scene with respect to N gauge rolling stock.

This article was provided by Jeff from his Blog



Reflecting on the Rules

Kel Sherson

Friendship and common sense go a long way in enhancing the fun we share rail-roading. But we've all experienced a few circumstances, both individually and collectively, where in our excitement we've forgotten 'the rules'. At the time (s) it's inconvenient at the least, and causes 'damage' in it's worst iteration. So as the (unelected) organiser of this esteemed body, I set myself off on a refresher course. And it's interesting because through all of my research I consistently found that published 'rules' are behind the advances in technology. And there are so many rules, most of which we know and take for granted because we've been in the hobby so long. I acknowledge most of what follows was originally documented by others, I just 'collated and sorted it'.

Keeping in mind Rule #1: MRMR - My Railroad, My Rules; rules are there to make sure we achieve the object of the hobby which after all is to have fun. So, on a serious note to start, and a lighter note at the end of this series, here's part one of a three part refresher on 'Rules'. Enjoy.

Personal Conduct

Members and visitors shall conduct themselves properly at times while at Host's home and shall observe the Host's instructions.

Children under fifteen (15) years of age shall be accompanied and supervised by an adult.

Do not park in the layout owner's driveway, and be sure to follow street parking regulations.

Attendees must exercise caution to prevent injury to themselves or to others, and to prevent damage to the Host's and other's equipment.

Respect private property; make sure litter is not left behind.

No beverages or food in layout room.

Use diplomacy when talking about scales, prototypes, etc., especially if the owner's are different from yours.

If the Host is busy, look around and learn. Talk quietly with other attendees. The Host is probably on Dispatcher duties.

All visitors must be escorted at all times by a Club Member.

Visitors must exercise due courtesy and safe behaviour during their visit; Visitors failing to exercise same will be asked to leave.

Visitors must have permission of the Host or his or her designated representative before touching or handling the scenery, structures, track, locomotives and rolling stock.

Visitors must not disturb the train crews, yard crews, or Dispatcher, or pick nits, while trains are in operation.

No photography or videography without the Host's prior permission.

Violations of these rules; or boisterous or offensive conduct shall be grounds for temporary expulsion of any person from the Host's premises.

People who forget to thank both the Host and his/her spouse as they leave won't get invited back.

House Rules

Keep your hands, arms and other items off the layout.

Do not pick up, handle, touch or remove any item from the layout that is not your personal property.

Be careful of bumping into control panels or items mounted along the edges of the layout.

Never lean on the scenery, take care when reaching onto the layout and be careful of snagging things with bulky or loose clothing.

No handling of merchandise you do not own.

Host property lost or destroyed by a guest must be replaced or paid for by that guest.

All boxes and storage containers must be stored clear of layout aisles during operating sessions.

Use of intoxicants, narcotics, or tobacco while operating is prohibited. Persons under the influence of same will be relieved of duty.

Ask the Host before adding any locomotive or rolling stock to the layout.

Program locomotives on the programming track.

Programming 'on the main' is prohibited.

At the end of an operating session ensure all turnouts are set to the main, dispatch



Preserved ex British Railways re built West Country class 4-6-2 "Taw Valley"



Ex British Railways 9F class 2-10-0 number 92214

“Western Lines” The model railway with a future:

This is the first in a series of articles chronicling the design, construction and exhibiting of Division Four’s easily transported exhibition layout. The layout design and construction is based on the techniques described in the Basic Skills Modules available on our region web site. <http://www.nmra.org.au/Learning/index.html>

Concept and Design

Designing “Western Lines” is a straightforward process. You select the type of trains you want to operate, select the curve radius they require to operate reliably, determine how much space you have for your layout and design a track arrangement to make good use of the space you have with the curve radius you have selected.

Selecting your theme

Building “Western Lines” or something similar will help you to develop the basic skills and give you the experience you’ll need to successfully build and operate a larger layout in the future.

The first step in designing a layout as discussed in NMRA AR Basic Skills Module Three “Layout Planning” <http://www.nmra.org.au/Learning/Mod%203%20Layout%20Planning.pdf> is selecting your prototype, era and locality. Selecting a theme for your layout will guide you

in the selection of your rolling stock. The rolling stock you select will determine the curve radius of your layout.

I’ve become partial to British preserved Railways. On these lines anything goes as the photos of Southern Region rebuilt West country class Pacific 34027 and BR 92214 then named “Cock of the North” on the North Yorkshire Moors Railway shows. The preserved usually secondary lines usually have limited platform lengths. These limited platform length result in large locomotives hauling modest length passenger trains. This is an ideal basis for a small model railway.

I particularly like the early British Railways 1-Co-Co-1 wheel arrangement passenger diesel electric locomotives such as 40141 shown in the attached photo. The real BR 40 class needed a minimum curve radius of four and a half chains. In OO scale this is around 1,200 mm radius. For most of us a curve of this radius is of academic interest only.



British Railways 40 class 40141 leading an known 40 class on a passenger train

Selecting your curve radius

Selecting the curve radius for your layout is a bit like the chicken and egg riddle. Your choice of rolling stock determines the curve radius you need to operate the models. The space you have for your layout limits the style of layout you can build using the curve radius your intended models require.

“Western Lines” has to be transported to an event in one trip in my car. The size of Western Lines is dictated by the size of my car. The largest object I can transport is a rectangular box 1,200 mm long by 600 mm wide by 400 mm tall riding on the back seat. A folded up layout fitting into this transport limitation unfolds into a layout 1,200 mm square.

Fitting a reasonably useful OO scale layout into a space 1,200 mm square rules out using the BR 40 class’s OO scale prototypical 1,200 mm radius curves.

Fortunately for us modellers, both Hornby and Bachmann’s design engineers have been able to design OO scale models of BR’s 40 class capable of reliably negotiating rather sharper curves than the real thing. They have achieved this without visually impairing the appearance of the models as displayed by the photo below of Bachmann’s OO scale model of the BR 40 class



The major manufacturers of OO scale British Railways rolling stock recommend using Hornby or PECO Number Two curves as your minimum radius curves, for main line rolling stock. OO scale models of large BR locomotives such as the 40 class diesel do suffer from body overhang negotiating these curves. While this is unsightly from some viewing angles, as the photo of Hornby built BR 40152 rounding Number Two radius curve demonstrates, the models reliably negotiate these curves.

In contrast to models of large British rolling stock, OO scale models of typical British Railways goods wagons rolling stock are right at home on number two radius curves as the attached photo shows



For those of us not particularly interested in modelling the railways of Britain the curve radius chosen for “Western Lines” will reliably accommodate large North American HO scale models as the attached photo of a HO Scale model of Conrail SD60 6865 demonstrates.



Track Plan Design

With the curve radius selected, it only remains to see what sort of a layout you can build in the space available. A 1,200 mm square layout in 16.5 mm gauge is a track planning challenge.

The concept of the layout design square as a guide to layout design is described in Basic Skills Module Three. For “Western Lines” 438 mm minimum radius curves the length of the side of the track planning square is 555 mm. The 1,200 mm square layout space we have in track planning squares is just over two squares long by two squares wide.

Referring to Basic Skills Module Three <http://www.nmra.org.au/Learning/Mod%203%20Layout%20Planning.pdf> the only practicable option for a two square by two square layout space is a continuous run oval. While an oval track plan may appear to provide minimal operating opportunities, it is a great track arrangement for learning to operate your trains as described in NMRA AR Basic Skills Module One. <http://www.nmra.org.au/Learning/Mod%201%20Getting%20started.pdf>

The track plan for “Western Lines” is based on using Hornby or Peco set track and point work. This approach follows the advice in Basic Skills Module Five “Track Laying” to use set track curves for curve radii less than 600 mm in 16.5 mm gauge.

<http://www.nmra.org.au/Learning/Mod%205%20Track%20laying.pdf>

The track arrangement mock photo up shows “Western Lines” has an oval of 438 mm radius curved track with an outer crossing loop of 504 mm radius curved track and a siding off the crossing loop. This arrangement has a couple of advantages visually and operationally. The points at each end of the crossing loop are at an angle to the edge of the layout. This leads the eye away from the edge of the layout and makes the layout appear larger. Placing the crossing loop outside the main line has the advantage of increasing the length of the crossing loop. The 504 mm radius curved outside crossing loop as the photo shows can hold a train of a reasonable sized OO scale locomotive in this case a British Railways 40 class diesel electric locomotive and six British Railways Mk 1 coaches. This is a respectable length passenger train even on a large layout.



For those of us with leanings toward North American prototypes the crossing loop can hold a couple of SD60s heading a train of six fifty foot freight cars and a caboose as shown in the attached photo of CR 6865 and UP 2203 on a freight train.

The crossing loop and siding considerably increase the layouts operational potential. The crossing loop and siding allows for two train operation or a goods train working the siding. The three sets of points and potential two train operation fulfils the track work and operational requirements for NMRA’s Achievement Program “Golden Spike” award as described in Basic Skills Module Ten

<http://www.nmra.org.au/Learning/Mod%2010%20Golden%20Spike.pdf>



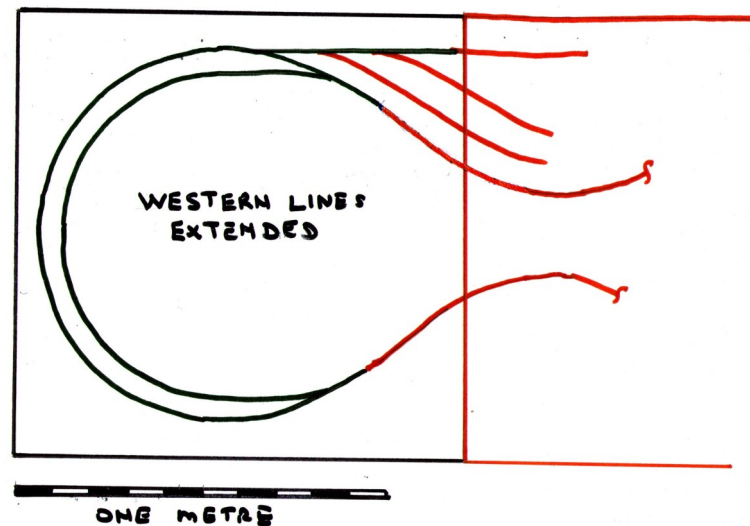


The track plan of "Western Lines" with the crossing loop outside the main line provides advantages in addition to the reasonably long train length.

The industrial spur is longer than it would be if

it came directly off the main line. This provides more space for wagons spotted in the spur, as shown by the photo of a BR Siphon H spotted on the spur with space to spare.

While "Western Lines" is a very small layout, it can have a future. The attached sketch shows how Western Lines might look as one end of a larger layout. Extending "Western Lines" takes advantage of the reasonable train length capacity of the crossing loop.



Vale Bob Kollwyn

It is with deep regret that I write to inform fellow members of NMRA of the passing of my very good mate Bob Kollwyn on Saturday first of November 2014. With the passing of Bob's dog Bugsy some three years ago Bob seemed to go down hill fast. He was always happy to see me with his usual greeting of "Hello mate".



I've known Bob since I've been a member of NMRA. Bob was the division Four superintendent, he was also a judge along with Phil Knife when I was going for my MMR. He was a great help with ideas and suggestions when building layouts, and occasionally would supply parts to make that model look just that little bit better. Bob's layout "Birrawolga" was New South Wales outline in HO scale, starting in a side shed and spreading through various extensions both in front and to the side of the original shed. This was a DCC layout with much equipment purchased over many years. To compliment the layout Bob had over 500 scale trucks. He never seemed happy with the wiring and every time a meeting was held at Bob's home he would always be making some changes.

Bob was a top modeller, true gentleman and a great mate. He will be sadly missed.

Regards Frank Godde MMR # 422.

Bob joined NMRA in 1992. he held Achievement Program Certificates; in the following categories; Official, Dispatcher and Scenery

The arrangement of the point work and spur means when a train is working the spur the coupler of the lead car of the train on the mainline is nearly centred on the track. This allows Kadee type couplers to mate without manual assistance when the two vehicles are pushed together as shown in the photo of Santa Fe GP50 3848 coupling up to a fifty foot box car.



Bruce Petty's Los Angeles & San Fernando Valley Railroad

Donald Davis

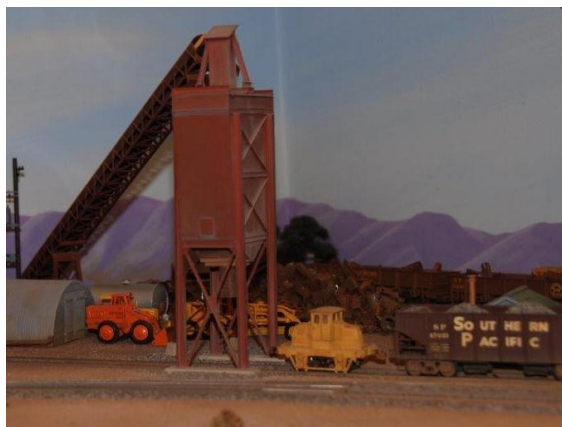
(This articles is one of a series by Donald & Janette Davis appearing in Division Seven's "Flimsly" posted on our region web site. Editor)

On the 24th September last year Division Seven members Donald & Janette Davis visited



Bruce enjoying his layout

Bruce Petty, a modeller they have known for about 10 years. His layout is the "Los Angeles & San Fernando Valley Railroad" and is based on the Burbank area in Los Angeles. Most of his layout is modelled after areas that he frequented in his youth and areas he has lived in.



The layout is in the attic above his work bench as the above photo indicates, with views out one window to a Southern Pacific Caboose and signal in the local park and out the opposite end to an actual signal in the back yard which is connected to the layout so the operator knows when the main is free.

Bruce is very innovative with some very

unusual scenes on the layout. One scene is an operating gravel loader where not only does the Mack Switcher move the hoppers under the Loader, but the amount



Scratch built

feed mill



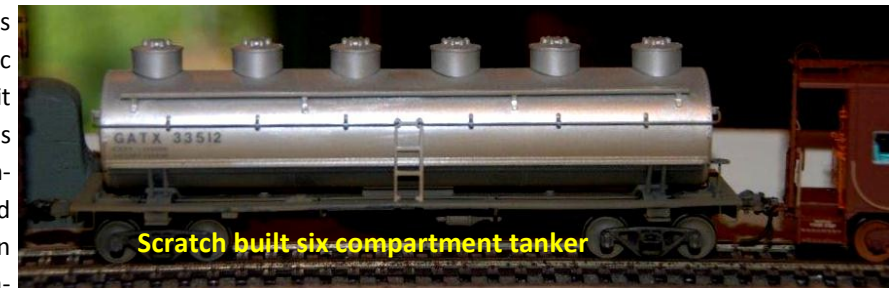
Scrap yard

going into the hopper can be controlled.

Another scene is of the scrap yard where the loads are made up of scrap steel sheet which can be loaded with a

magnetic tool.

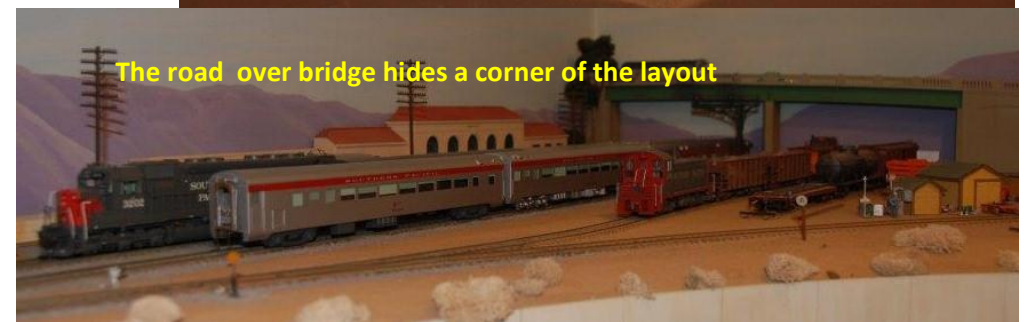
The layout has quite a few Los Angeles specific scenes on it such as the Los Angeles Concrete river and the Southern Pacific & Pacific Electric Station. Most buildings are scratch built as are some of the rolling stock.



Scratch built six compartment tanker



The Cactus are alive and at least ten years old



The road over bridge hides a corner of the layout

Artificial moonlight

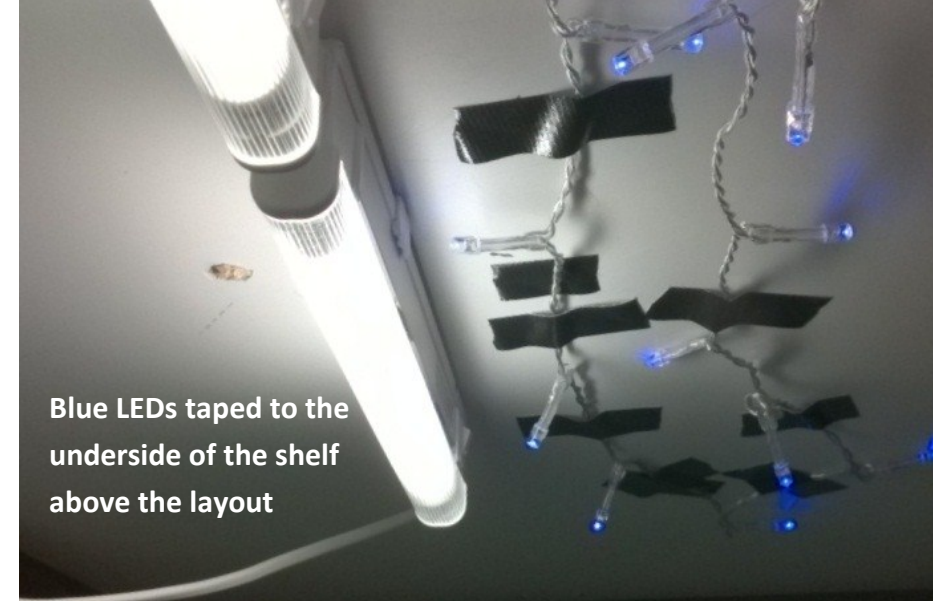
Rod Tonkin

I've read about and seen demonstrations of night effects on model railways. The moonlight effect sounded interesting so I thought I'd have a go at home. The overseas journals I've read mentioned strings of blue LEDs as the light source. This sounded good until I priced some. I was quoted around \$300.00 for a three metre string of blue LEDs. Not quite what I was expecting.

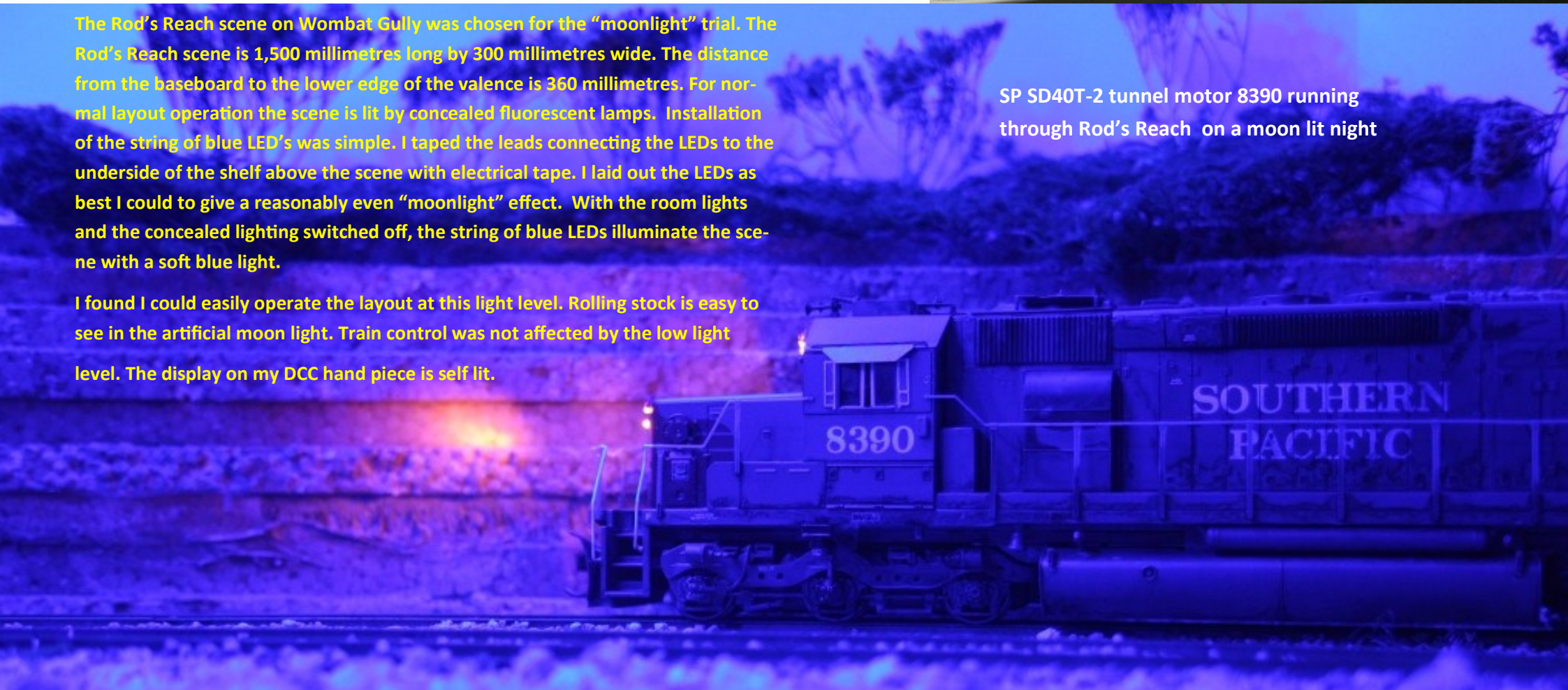
However all good things come to those who wait. The chain stores around Christmas time sell battery operated 900 millimetre long strings of various colour LEDs for two dollars a pop as Christmas decorations. Purchasing a couple of strings of blue LEDs allowed me to start experimenting.

The Rod's Reach scene on Wombat Gully was chosen for the "moonlight" trial. The Rod's Reach scene is 1,500 millimetres long by 300 millimetres wide. The distance from the baseboard to the lower edge of the valence is 360 millimetres. For normal layout operation the scene is lit by concealed fluorescent lamps. Installation of the string of blue LED's was simple. I taped the leads connecting the LEDs to the underside of the shelf above the scene with electrical tape. I laid out the LEDs as best I could to give a reasonably even "moonlight" effect. With the room lights and the concealed lighting switched off, the string of blue LEDs illuminate the scene with a soft blue light.

I found I could easily operate the layout at this light level. Rolling stock is easy to see in the artificial moon light. Train control was not affected by the low light level. The display on my DCC hand piece is self lit.



Blue LEDs taped to the underside of the shelf above the layout



SP SD40T-2 tunnel motor 8390 running through Rod's Reach on a moon lit night



Introducing the Editor

A little about me will give you an idea where I'm coming from. I'm not new to model railway publications. I opened my innings writing articles for Tim Moss the founding editor of AMRM in 1967. I've been a member of AMRA since 1992 and have regularly contributed articles to their bimonthly magazine "Journal" since then. I re joined NMRA in mid 2007. I received my Model Railroad Author award in 2008 for my articles published in AMRM over the years. In late 2012 I

established Division Four's quarterly newsletter "Western Lines". Last year with considerable input from Peter Burrows and Alan Burrough I wrote the ten "Basic Skills" modules now available on our Region web site. I enjoy writing articles on railway modelling. Taking on editing Mainline does not mean I'll stop writing articles.

I've modelled in HO scale standard gauge since the 1960s.(In those days there wasn't any real choice.) My modelling preferences have evolved from New South Wales Railways to the New York Central through to Conrail/CSX with a leavening of Santa Fe, Southern Pacific and Union Pacific . The back ground to my two layouts, Martindale Creek in the car port and Wombat Gully in the walk in wardrobe was described in the August 2011 edition of Mainline <http://www.nmra.org.au/mainline/Autumn%202011.pdf>

My North American modelling preferences are however being challenged by a growing interest in preserved British Railways rolling stock as demonstrated by my articles published in the winter 2013 edition of Mainline <http://www.nmra.org.au/mainline/Winter%202013.pdf> on "Just another coal train" and my take on a railway across the satirical fantasy world created in Sir Terry Pratchett's Disc World novels.

My major interest in railway modelling is layout operations. Over the years I've had the opportunity to observe railway operations at length. Not the rail fan specials but the every day trains that move the goods our society depends on. These observations were a great help when I designed Martindale Creek. My layout has been designed to allow reasonably realistic operations in the space I've got. Martindale Creek was designed in 1996 with walk in access, local power routing cab control panels, hand operated point work and plug in walk around throttles to allow you to work your train around the layout. The layout was successfully converted to plug in walk around DCC in 2006. To get the operational features I

wanted in the space available I had to ignore NMRA RP11 (Curvature and Rolling Stock). I've found if a model comes in a box from a major manufacturer it will operate reliably around a curve radius of twice the length of the model over the couplers. My article in the spring MainLine on curve radius expands on this approach to layout design.

To me the trains are the stars of the show. The track work, structures, scenery, backdrop and lighting set the scene. My approach to scenery is based on stage sets. On a stage the set complements the actors. I want just enough detail on my setting to set the scene for my trains.

Like the prototype I source my rolling stock from firms specialising in rolling stock manufacture. The tool makers at Athearn, Bachmann and Hornby are far better modellers than I'll ever be. Once they are on the property, I enjoy modifying, repainting, re lettering and weathering my models to match specific units as evidenced by my article in the Spring MainLine on Santa Fe's FP45s . My models have mostly been selected to fit into the theme of my layout. (But we all own models that don't quite fit the scenario we profess to model, don't we.)

Do I have a favourite locomotive? My first British outline model BR 40152 pictured below comes close. The combination of a quadruple turbocharged V16 engine inside a sleek second Elizabethan all welded one piece car body riding on Edwardian era riveted leaf sprung bogies complete with pony trucks appeals to me.

Regards

Rod Tonkin



Division One News



The photo by David Bromage shows Division One Superintendent Martyn Jenkins demonstrating 3D printing at the Redlands Model Railway Show in mid September.

The following news items are taken from "Train Talk" the journal of the 100% NMRA Darling Downs Model Railway Club, posted on our Regions web site.

Visit to Ian Wellings at Caloundra



What Ian Wellings has achieved with his layout and its premises is a lesson to us all. Set in a typical shed 7.5 metres X 4.5 metres with home standard lining, carpeted floor, windows, ventilators and air-conditioning, he has made this layout a pleasure to work on or visit in any season. Added to that Ian's cleanliness, neatness and utility around the layout presents it to a very high standard overall. Ian has stuck to his original prototype railroad, the Great Northern with a few local acceptances of nearby lines, making the layout wonderful to operate effectively. The above photos give an impression of Ian's efforts.

The great move of Darling Downs Model Railway Club from their home of many years at Bailie Henderson Hospital clubroom, Old Maudsley House, to their extended premises at the Toowoomba Showgrounds is happening. The photo shows the interior of the new shed. The next order of business is designing the fixed HO scale layout to be built in the shed.



The December issue of "Train Talk" chronicles the last runs of the "Sunlander" Brisbane to Cairns trains as diesel locomotive hauled passenger trains. The photo shows the last real "Sunlanders" crossing at Woombye.



Division Two News from Division Two's Newsletter "The Flimsy" regularly posted on our regions web site.

Fifteen of us bravely faced the bleak weather to make the pilgrimage to Yass for our meeting at Old Linton, the stately home of Stephe Jitts, our only Master Model Railroader in Division Two. Some of us came from Canberra and the rest came in the opposite direction from Tumut, Junee and Bowning.

Stephe Jitts brought us up to date on his Kangaroo Valley Historic Railway. Formerly a portable model railway layout for the past 17 years, the KVHR is now static. The original portable layout has now been moved into the loft of the barn at Old Linton and has been incorporated into a much expanded railway system.

It still represents the NSW South Coast in 1955, portraying the main line from Sydney to Melbourne via Eden (where Bemboka control takes over, otherwise known as Rob Anderson's Great Southern layout). The line from Kangaroo Valley to Eden is single track with a passing loop. The KVHR also serves an adjacent colliery.

The emphasis of the KVHR is very much on operation of the railway to a strict timetable. There are 96 steps in the current timetable, each step taking 15 minutes. It is very easy to fall behind the timetable and far from easy to catch up.

Chance cards are drawn every few minutes. Many of these are blank but others inflict delay. To help drivers cope with the conflicting demands of the timetable and chance cards, the KVHR Operating Manual is on the Internet for study before you front up to drive trains without the foggiest clue as to what you are doing. See <http://actmrs.org.au/kangaroo-valley-operators-manual>



Home of the Kangaroo Valley



Ascending to MRR Heaven



CPR Christmas train in Minnesota in 2012

©2012 Bryan J. Howell

Division Three News

Future Division Three meetings planned so far are

Date	Host	Address	Phone	Email
8 February	Paul & Kath Richie	28 Ascot Street South, Ballarat	5332 1138	prichie@netconnect.co m.au
15 March	TBA			
12 April	TBA			
17 May	Laurie & Rosemary Green	20 Nambour Drive, Sunbury	9744 5188	laurie- green@tpg.com.au
14 June	TBA			
19 July	TBA			
9 August	TBA			
13 Sept	John & Lyn Cracknell	55 Donnybrook Road, Norlane	5274 1569	gunzel608@hotmail.co m
11 October	Bob & Myra Thornton	7 Lawson Street, Skip- ton	0414 766 979	bob- thornton@optusnet.co m.au
22 Nov	Bill & Karen Black	15 Steel Road, Emerald	5968 3094	william- black07@bigpond.com
6 December	Grant M ^c Adam	194 Booran Road, Or- mond	9578 8685	grant.mcadam@tpg.co m.au

Most meetings are normally on a Sunday and start about 11:30 am with people bringing their own meat, drink and folding chairs. There are still dates available in March, April, June, July, and August. If you are able to host a meeting but cannot do it on a Sunday please contact me and I will see what we can do.



My daughter Claire took this photo of Division Three's top tourist attraction Puffing Billy in 2012



My 1974 photo shows they weren't always so well turned out. Ed

Western Lines

The Chronicles of

Division Four

With Western Lines editor taking on editing MainLine, Western Lines is now a supplement in MainLine. (Or is Main-Line now an enlarged version of Western Lines?)

October saw us at Rod Tonkin's in Perth's northern suburbs. Rod now has a train room picture above, created by enclosing the existing carport housing Martindale Creek with a louvered, fly screened, lockable enclosure. Future issues of Mainline may reveal what lurks inside the enclosure. The gremlins from RAAF Pearce worked overtime for this meeting, the layouts venerable DCC system failed two days before the meeting and directions for members wanting to travel by train to the meeting were foiled by TransPerth using that weekend for track work on the Northern line. The replacement DCC system was up and running by the start of the meeting. Les travelled by train to the meeting. He left home at 12.30 and got to the meeting at half past two after a round about ride through the northern suburbs on the rail replacement bus. Peter was however able to give Les a much quicker ride home.

Alan showed us the new control panel for the "Valentine Run" and the laser printer decal paper he is going to use to decal the control panel. The photos show Alan explaining the

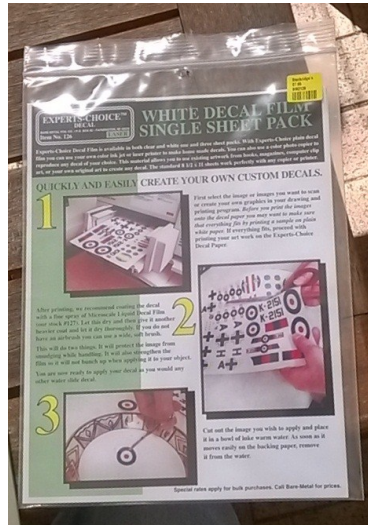


Rod's newly enclosed carport



Alan and Peter inspecting progress on the control panel

control panel ar-



arrangement to Peter and Alan's decal paper.

Rod has had some time for modelling, as shown by the photo of his model of Conrail RS11 7651



Rod's re detailed Model power RS11

November saw us at AMRA WA's clubrooms. We agreed to exhibit the project layout "Western Lines" at the 2015 AMRA Model Railway Exhibition.

Following afternoon tea we adjourned to the layout room to run some trains. Alan operated his Southern Pacific 4-8-2 number 4367.



Alan's SP 4-8-2

Rod operated a CSX Ballast train of private owner side dump cars with ink jet printer generated lettering.

Our Christmas social meeting was held as we have for many years at



Rod's ballast train

Peter Scarfe's. On a pleasant Sunday afternoon we were able to enjoy the fellowship of NMRA membership and partake in Peter's hospitality. Your scribe needing to drive home was unable to sample the fine wines Peter had to offer. As is typical of Division Four Christmas social meetings, we all had such a good time none of us remembered to take any photos.



Private owner side dump car with ink jet printed lettering

Division Seven News

from Division Seven's Newsletter "The Extra" posted on our regions web site.

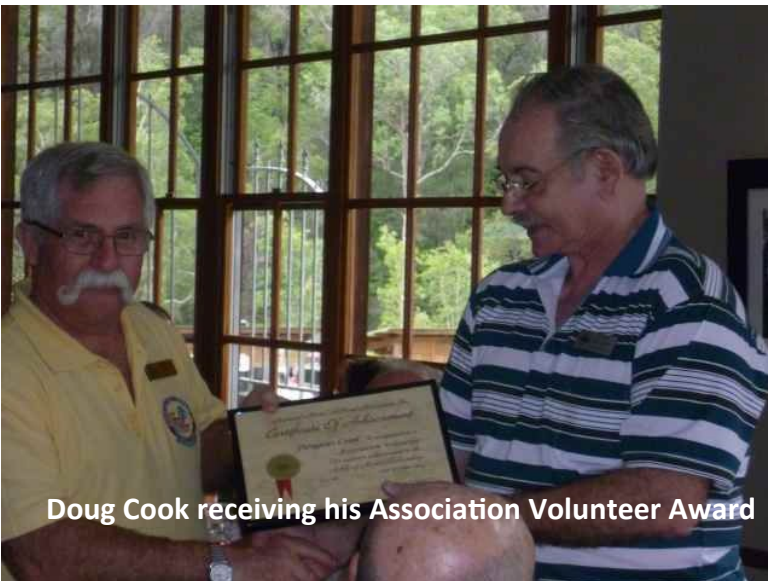
The Division 7 Christmas Party was held on Saturday 13 December 2014 at the Waterview Restaurant at Berowra Waters. Over 80 people attended and enjoyed the fantastic seafood buffet and scrumptious desserts.

A raffle was conducted and a number of "lucky door" prizes were awarded to the fun and amusement of all.

Gerry presented the Association Volunteer AP to Doug Cook for the many meetings he has hosted for the Division as well as his hosting of Convention Layout Tours. Following from the Gold Coast Convention, Gerry presented the Best US Prototype Model award to Rob Barker and the Best Australian Prototype Model award to

Bob Best. Bob had already received his plaque so he was given the name plate for the plaque.

The latest issue of "The Extra" continues Donald and Janette's Tour of the USA. The attached photo shows them at the Real Golden Spike Monument.



Doug Cook receiving his Association Volunteer Award



This issue of the Extra also continues Col Hussey's memoirs of operations on New south Wales Railways in the late steam/early diesel days. These articles are worth reading.



Bob Best receiving the name plate for his award plaque



Rod Parker receiving his award for best US prototype model





**Australasian
Region
2015
Convention**

“Back to Basics”

The National Model Railroad Association
Presents the

Australasian Region

Presents the

31st Annual Convention

“Back to Basics”

9am ~ 4pm 12 September 2015

9am ~ 4pm 13 September 2015

Gosford NSW, Australia

Clinics, Layout tours, Convention dinner

<http://www.nmra.org.au/>

<http://www.nmra.org.au/Convention15/>

This year’s convention as the attached flier shows will be hosted by Division Seven at Gosford in September. In addition to the region wide fellowship of railway modellers this years convention will focus on the basic skills and techniques we utilise to make our hobby more satisfying and enjoyable.

The convention will provide entry level advice to new modellers and a fresh approach to these skills for those of us who’ve been around the loop a few times.

The centre piece of the convention will be building a HO scale display layout during the week end of the convention.

Clinics will be presented on three skill levels, basic, intermediate and advanced. The clinics will explore layout design, layout framing, wiring, train

control, structures, scenery, rolling stock building and detailing. Mark the 19th and 20th of September on your calendars for this event. More details on venue, clinics, layout visits and accommodation will be available on our region web site and in subsequent issues of

MainLine in due course.

I look forward to seeing you there.

Plan to
attend

**PORTLAND
DAYLIGHT
EXPRESS**

NMRA NATIONAL CONVENTION



**We're working hard to bring you a great
National Convention**

August 23 – 29, 2015

**Hosted by the
Columbia Gorge Model Railroad Club,
who also brought you the 1994 NMRA National.**

**The event is to be held at the Doubletree Hotel at
Lloyd Center, near downtown Portland.**

**Bring the family to explore and enjoy
the Great Pacific Northwest.**


**Check out our website
<http://www.nmra2015portland.org/>
and follow us on Facebook.
<https://www.facebook.com/NMRA2015Portland>**

Upcoming Conventions

The 2015 Australian Narrow gauge convention will be held in Bowral NSW on the 3rd to the 5th of April. For more details see

<http://www.austnarrowgaugeconvention.com/>






14th National Scale Convention
Brisbane 2015

National N Scale Convention Brisbane
9th - 12th April 2015

Venue
Hotel Grand Chancellor
23 Leichardt St
Brisbane




Clinics
Workshops
Demonstrations
Displays
Layout tours
Model competition
Bring and buy tables
Convention dinner

Accommodation is available on site, with 21 other options within minutes of the venue.

Please contact the Convention committee if you would like to be added to the mailing list to receive future updates.

Contact details
Mail: Suite 304, 7 Clunies Ross Dr, Eight Mile Plains, Qld 4113, Australia
Email: convention2015@nscale.org.au
Web: <http://convention2015.nscalescale.org.au>



Find us on: **facebook** NationalNScaleConvention2015

Coming Exhibitions and Events

Narrow Gauge SIG Meeting at Westmead on 28 February 2015. Ph 9613 0094 for details.

North Shore Railway Modellers Association Exhibition at Starkey Street, Forestville on 7-8 March 2015.

Kyneton - VIC. March 7 - 9, 2015
Sacred Heart College Auditorium
Entry via New & Begg Sts, Kyneton
Open: 10am-5pm (Sat & Sun), 10am-4pm (Mon)

Nobel I Park - VIC. March 7 - 9, 2015
Sandown Racecourse, Gate 2, Lightfingers Room, Grandstand, Princes Hwy.
Sat 10-6, Sun 10-5 & Mon 10-4
Entry - via Dandenong Rd/Princes Hwy Overpass
(Note No vehicle entry via Alamein St Gate 14, Pedestrian ONLY)

Kaleen – ACT. 28-29 March, 2015 Canberra
Model Railway Club Expo at U of C High School, 104 Baldwin Drive, Kaleen. 9-5pm (Sat) & 9-4pm (Sun) . \$10//\$5/\$20 CMRCEXpo@gmail.com www.canberra-model-railway-club.webs.com Andrew Lund 02 6231 9799.

Easter ??? Hobsons Bay-Australian Model Train Show HBMRC

Perth WA 30th May to 1st June
AMRA WA 40th model Railway Exhibition
Perth Showgrounds McPherson Pavilion
10 am to 5 pm all three days

Morwell-Vic, 6,7 & 8 June 2015
La Trobe Valley Model Train Show La Trobe MRC
Kernot Hall, Old princes Hwy Morwell (4th Fwy exit to Monash Uni)
Sat 9-6, Sun 9-5 & Mon 9-4

Waverley-Vic, 6,7 & 8 June 2015
Waverley Model Train Show Waverley MRC
Brandon Park Community Ctr, Ferntree Gully Rd, behind MFB
Sat 10-6, Sun 10-5 & Mon 10-4

Ballarat-Vic, 6,7 & 8 June 2015
Ballarat Model Train Show Ballarat & District MRC
Sat 9-5, Sun 9-5 & Mon 9-4

Stawell-Vic, 11-12th July 2015
Grampians Model Railway Exhibition Grampians MRC
SES Hall, Sloane Street Stawell
Sat 9-5 & Sun 9-4

Braybrook-Vic, 1-2 August 2015
Sunshine Model Railway Show Sunshine MRC
Braybrook College, Sports Stadium, Burke Street Braybrook (opposite Masters)
Sat 9-5 & Sun 9-4

Caulfield-Vic, 22-23 August 2015
Caulfield Model Train Show AMRA-Vic Div
Caulfield Racecourse, Grandstand, Station Street Caulfield
Sat 10-6 & Sun 10-5

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Prototype Observations



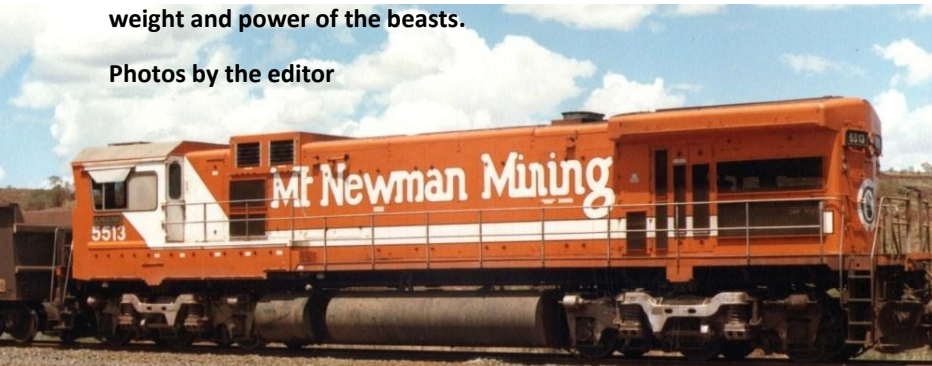
Brand new GE C39-8Ms lead by 5631 arriving at Mt Whaleback in 1988

The C39-8Ms built for Mt Newman Mining in 1988 allowed performance and cost comparisons to be made with the C636s already rebuilt into C36-7Ms like 5513 pictured below right . Based on these comparisons the existing M636s were progressively rebuilt into C40-8Ms.

The locomotives were basically a standard General Electric C40-8 fitted with the then popular "Pilbara" cab.

The builders plate pictured at the right shows the not inconsiderable weight and power of the beasts.

Photos by the editor



GE C36-7M rebuilt from Alco C636

