



MainLine

The Journal of NMRA

Australasian Region

Vol 33 No 1 Autumn 2016



NMRA Australasian Region Directory

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33 Kananook Avenue Bayview, NSW 2104

Editor

Rod Tonkin

Editorial assistant

Alan Burrough

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

All comments published are the views of the author/authors and not the views of NMRA AR

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

Cover photo

The cattle shipping yards on Arthur Hayes HO scale layout Westgate

Target dates for future issues

Winter

Content submissions **15 June 2016**

Publish date on web **30 June 2016**

Spring

Content submissions **15 September 2016**

Publish date on web **30 September 2016**

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Regular features

- Pacific directors report
- Editorial musings
- Divisional round up
- Convention news
- Australasian Region directory
- Coming events
- Prototype observations

MINUTES OF ANNUAL GENERAL MEETING HELD ON SATURDAY 12th MARCH 2016

The Annual General Meeting (AGM) of the NMRA (AR) was held at the residence of Peter Jensen (current vice-President) 13 Anne Close Narara NSW 2250.

Meeting commenced at 2:30 pm

Present: As per the Division 7 Attendance Sheet

Apologies: Mike Bartlett, Chris Minahan, Peter Burrows, Spencer McCormack, Richard Roth, Lachlan McGuire, David North and David Garbutt

Minutes of 2015 AGM: Approved by the ARC Meeting of 24 March 2015.

President's Report - See Annex A

Treasurer's Report - See Annex B and Appendix 1 for the accounts.

AP Chair Report – See Annex C

Membership Officer Report – See Annex D

Australasian Region Election results for the 2016/18 period:

Nominations for the ARC for the next two years were:

President	David O'Hearn	Div 7
Vice President	Spencer Mc Cormack	Div 7
Secretary	Peter Burrows	Div 7
Treasurer	John Gillies	Div 2
Ordinary Member	Sam Mangion	Div 7
	Charles Clarke	Div 1
	Graham Young	Div 1


All nominations were unopposed so no elections were required. The President congratulated all of the nominees on their appointments and thanked our outgoing VP, Peter Jensen, and our outgoing Ordinary member, Ron Solly for their contributions to the ARC over the last two

years.

Proposed Changes to the Rules of Association voting results.

The Returning Officer, Dennis Clarke MMR, advised 106 votes were received. 93 were FOR all motions, 12 were AGAINST all motions and one vote was informal. This gives 87.7% of the votes FOR each of the five motions so all motions were passed.

Closure: The AGM closed at 2:54 pm.



The National Model Railroad Association
Australasian Region
Presents the
32nd Annual Convention
"Modelling the Perway"
9am ~ 4pm 11th September 2016
Berowra Community Centre
1 The Gully rd, Berowra NSW
Clinics, Bring and Buy
<http://www.nmra.org.au/>
<http://www.nmra.org.au/Convention16/convention16.html>

NMRA AR President's Report for AGM on 12 March 2016

This report reflects the activities undertaken by your ARC team in calendar year 2015 and those activities that continue to spill into 2016.

Firstly, as the first large batch of 1 July membership renewals occurred, members were advised of refunds they are due as a result of MainLine subscriptions to the web-based magazine being free. Most members opted to donate the refunds to the Association. The ARC has recorded the appreciation for the generous donations of the remainder of their MainLine subscriptions in the ARC Minutes and I would like to extend my thank you those present who were generous in their donations.

Another activity that was investigated by the ARC was the use of electronic voting where you log onto a web site, authenticate your membership and then vote by "clicking" your voting choice. Unfortunately, we could not proceed with this type of voting because:

- The NSW Government legislation behind the Dept of Fair Trading's rules have not been amended to allow electronic voting and such changes are not high on the state government's agenda.

- The cost of purchase and maintenance of electronic voting software is still too high for consideration.

- The Dept of Fair Trading will not allow a hybrid system of some paper votes and some electronic votes and if we went electronic-only, we would disenfranchise a number of members who do not have computers.

For the end-of-year accounts this year, we hired an external auditor rather than past practice of using one of our senior NMRA members to audit our accounts. With our Rules of Association limiting the Treasurer to only two terms of office, I felt it was important to periodically check that our accounting practices were in order, which of course they were.

Working with Division 7, a very good convention was held last September at Ettalong. This year Division 7 will be running a one-day mini-Convention at Berowra Community Centre on Sunday 11 September 2016. Next year, Division 6 will host the convention in Adelaide.

The Narrow Gauge Conventions group that hosted the Bowral Convention last year have approached the NMRA with the aim of dis-banding their group and rolling their funds into

the NMRA AR. We are working on an MoU to document the agreed terms of this arrangement.

The US have asked us and the UK to look at putting in a bid to host the 2022 National Convention. The team is looking at using either the Homebush Bay precinct in Sydney or the Royal Pines Resort on the Gold Coast. The team will finalise the bid and submit it before mid-year for consideration by the BoD. A condition of the bid will be that the US will have to underwrite all of the costs as the risk is too great to be carried by the AR.

The ARC have undertaken updates to the Rules of Association (which you approved in the recent voting process) and to the Executive Handbook to ensure these documents remain relevant to the Association. I thank Peter Burrows and Peter Jensen for their diligent work on these documents.

Lastly, I would encourage you all to regularly visit the members-only area on the US web site. The Members Only area has a really good collection of clinic videos. There are also chat rooms and numerous other features. I know some people had difficulty getting access to the web site because their membership email details were inaccurate on the US database. The bottom line is that the web site is a great resource that comes with your membership and you should use it.

In closing, I would like to thank my ARC Team and the nine Division Supers who have put in lots of unseen effort to keep this organisation humming along.

Also, on a personal note, I would like to thank everyone for their condolences on the recent passing of my wife.

Thank you.

David O'Hearn

12 March 2016



Pacific Directors Report



I have just returned from the Mid Year meeting which was held in Atlanta. There was not a great deal of debate concerning our Region . The meeting was outlined in a summary in the E Bulletin. In case you have missed this email here are the pertinent points as they may effect our area.

- The Board has appointed Christina Ganzer as a marketing consultant
- The Association had a very good financial year due mainly to a very profitable convention in Portland and the deferral of some costs from last year to this. The budget of \$1.9 million was passed for this financial year.
- The NMRA has applied for its own u tube channel.
- The California State Railway Museum project is back on track .
- The Recruitment and Retention Committee has reported back and there will be a document ready for the Yearly meeting.
- Santa Clara was confirmed as the venue for the 2021 Convention.
- The National Board is looking forward to a submission from the ARC for the Convention in 2022.

Regards

Mike Bartlett

Pacific Director

Achievement Program Report

March 2016

Gentlemen,

Since the last AGM -

I have signed off on 26 AP awards across four Divisions.

Five Golden Spikes across four divisions.

Four MMRs across two Divisions.

There are a number of members currently in the Achievement Program and I expect two more MMRs this year maybe three.

In 2015 I appointed Kelly Loyd MMR as the new Division AP assistant Manager for Division Seven, I know he is very keen.

Regards



Gerry Hopkins MMR

National Model Railroad Association Inc
Australasian Region

Treasurer's Report for the Financial Year
1 Jan 2015 to 31 Dec 2015

Annual General Meeting 12th March 2016

This year there was a formal audit of the accounts by Division 1 member Murray Stone and I thank him for his professional examination of our finances.

In 2015 total income was \$20,725 and total expenditure \$20,627 resulting in a surplus of \$98.

Income from Memberships and NMRA Magazine Subscriptions is still settling down due to the process of realigning renewal dates to 1st July. During that process many members took the option of renewing through to 1st July 2016. While membership rates have increased we are no longer receiving subscriptions to MainLine.

For 2015 Income from Memberships and NMRA Magazine Subscriptions decreased by approximately 38% compared with 2014. On the other hand the "expense" of the Total USA Remittances decreased by approximately 22%. Consequently the proportion of our Income from Memberships and Subscriptions which was remitted to the USA increased from 58% to 73%. This disproportionate increase in the Remittances is mainly due to the lower AU dollar / US dollar exchange rate.

It should be recorded that many former MainLine subscribers generously donated their potential refunds to the NMRA. In total those donations amounted to \$1,112.

Our income from bank interest was lower in 2016 consistent with the lower interest rates prevailing.

Our Public Liability Insurance is a major expense and the premiums paid in 2015 decreased by approximately 8.5% to \$1,940.

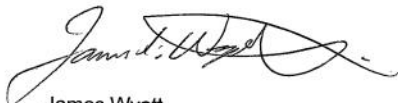
The cost of Meeting Host Plaques, Hopkins Bone Awards and 25 / 50 Year Membership plaques was relatively high at \$1,202 however this included the Meeting Host Plaques for both 2015 and 2016

Other major expenses include Membership Administration which was about 22% lower while the cost of the teleconferencing used for committee meetings was lower by about 12%. The average cost per meeting was approximately \$100, down from \$130 in 2014.

The cost of printing and posting the small numbers of MainLine was only \$166. In 2014 expenses attributable to MainLine totalled \$4,849.

The 2015 Regional Convention which was organised by Division 7 resulted in a small deficit of \$18. However there was a surplus in a number of items purchased for the convention to the value of \$385 which will be a saving for the 2016 Convention.

At the 31st December 2015 the total cash available in our working National Australia Bank account, the Term Deposit and the Cash Manager account totalled \$32,028.



James Wyatt
Treasurer

NATIONAL MODEL RAILROAD ASSOCIATION INC.
AUSTRALASIAN REGION

FINANCIAL REPORT

FOR THE YEAR ENDED 31ST DECEMBER, 2015

INDEPENDENT AUDITOR'S REPORT

COMMITTEE'S DECLARATION

STATEMENT OF FINANCIAL POSITION

STATEMENT OF RECEIPTS AND PAYMENTS

NOTES TO THE FINANCIAL STATEMENTS

J M STONE
Chartered Accountant

9 Kendon Avenue
Murwillumbah NSW 2484
Tel: 02 6672 8400
Fax: 02 6672 8433

INDEPENDENT AUDITOR'S REPORT

**TO THE MEMBERS OF
NATIONAL MODEL RAILROAD ASSOCIATION INC.
AUSTRALASIAN REGION**

FOR THE YEAR ENDED 31ST DECEMBER, 2015

Scope

I have audited the attached financial report of National Model Railroad Association Inc. Australasian Region ("the Association") for the year ended 31st December, 2015. The Association's Committee is responsible for the preparation and presentation of the financial report and the information it contains. I have conducted an independent audit of the financial report in order to express an opinion on it to the members of the Association.

My audit has been planned and performed in accordance with Australian Auditing Standards to provide reasonable assurance as to whether the financial report is free of material misstatement. My procedures included examination, on a test basis, of evidence supporting the amounts and other disclosures in the financial report, and the evaluation of accounting policies and significant accounting estimates. These procedures have been undertaken to form an opinion as to whether, in all material respects, the financial report is presented fairly in accordance with Australian Accounting Standards, statutory requirements and other mandatory professional reporting requirements in Australia so as to present a view which is consistent with my understanding of the Association's financial position and performance as represented by the results of its operations and its cash flow.

The audit opinion expressed in this report has been formed on the above basis.

Qualification

- (a) As is common for organisations of this type, it is not practical for the Association to maintain an effective system of internal control over incoming receipts until their initial entry in the accounting records. Accordingly, my audit in relation to revenue was limited to amounts recorded.
- (b) The comparative figures for the year ended 31st December, 2014 were not audited. Accordingly no opinion is stated upon these figures.

Qualified Audit Opinion

In my opinion, subject to the effects of such adjustments, if any, that might have been determined to be necessary had the limitations referred to in the qualification paragraphs above not existed, the financial report of National Model Railroad Association Inc. Australasian Region is properly drawn up:-

- (a) so as to present fairly the Association's financial position as at 31st December, 2015 and of its performance for the financial year ended on that date; and
- (b) the financial report is in accordance with Australian Accounting Standards and other mandatory professional reporting requirements.

Dated at Murwillumbah NSW this 1st day of February, 2016

**JOHN MURRAY STONE, FCA
CHARTERED ACCOUNTANT**



**NATIONAL MODEL RAILROAD ASSOCIATION INC.
AUSTRALASIAN REGION**

DECLARATION BY THE COMMITTEE

FOR THE YEAR ENDED 31ST DECEMBER, 2015

In the opinion of the Committee of the National Model Railroad Association Inc. Australasian Region, the accompanying financial statements:-:

1. present fairly the financial position of National Model Railroad Association Inc. Australasian Region as at 31st December, 2015 and the performance of the Association for the year ended on that date;
2. have been prepared and presented in accordance with applicable Australian Accounting Standards;
3. at the date of this declaration, there are reasonable grounds to believe that the Association can meet its debts as and when they become due and payable.

This declaration is made in accordance with a resolution of the Committee and is signed for and on behalf of the Committee by:


.....
PRESIDENT


.....
TREASURER

Dated this 18th Day of February, 2016

NATIONAL MODEL RAILROAD ASSOCIATION INC.
AUSTRALASIAN REGION

STATEMENT OF FINANCIAL POSITION
AS AT 31ST DECEMBER, 2015

	NOTES	2015	2014
		\$	\$
ASSETS			
Cash at Bank – General Cheque Account		6,759.63	5,822.31
Cash at Bank – Cash Management Account		5,725.59	6,969.19
Interest Bearing Term Deposit		<u>20,000.00</u>	<u>20,000.00</u>
TOTAL ASSETS		<u>32,485.22</u>	<u>32,791.50</u>
LIABILITIES			
MasterCard Payable		186.78	861.47
Funds Held on Behalf of Division 2		<u>270.00</u>	<u>0.00</u>
TOTAL LIABILITIES		<u>456.78</u>	<u>861.47</u>
NET ASSETS		<u>32,028.44</u>	<u>31,930.03</u>
ACCUMULATED EQUITY.			
Opening Balance - 1 st January, 2015		31,930.03	30,224.05
Add: Operating Surplus/(Deficit)		<u>98.41</u>	<u>1,705.98</u>
TOTAL ACCUMULATED EQUITY - 31st December, 2015		<u>32,028.44</u>	<u>31,930.03</u>

AUDITED FINANCIAL STATEMENT

These financial statements should be read in conjunction with
the accompanying notes and the attached Audit Report

NATIONAL MODEL RAILROAD ASSOCIATION INC.
AUSTRALASIAN REGION

STATEMENT OF RECEIPTS AND PAYMENTS
FOR THE YEAR ENDED 31ST DECEMBER, 2015

	2015	2014
	\$	\$
INCOME		
Membership Fees	18,905.40	30,612.25
Donations	1,112.50	0.00
Interest Income	697.73	762.76
Convention Income	0.00	1,500.00
Sundry Sales	<u>10.00</u>	<u>0.00</u>
TOTAL INCOME	<u>20,725.63</u>	<u>32,875.01</u>
EXPENDITURE		
Fees paid to NMRA Inc USA	13,818.24	17,746.13
Insurance Expense	1,940.63	2,120.37
Trophies and Awards	1,201.80	0.00
Membership Administration Costs	825.27	1,057.54
Committee Meeting Costs	797.32	906.64
Bank and Credit Card Charges	420.80	426.95
International Bank Charges re Transfers to USA	414.55	512.12
Travel Expenses	340.00	0.00
Achievement Program Costs	286.00	247.00
Mainline Printing and Postage Costs	165.88	4,848.84
Library Costs	0.00	388.01
Convention Costs	0.00	200.00
Supplies for Resale	0.00	110.00
Statutory Filing Fees	119.00	96.00
Internet Charges	109.99	0.00
Miscellaneous	0.00	911.38
Postage, Copying and Stationery	108.74	932.55
Promotion	<u>79.00</u>	<u>665.50</u>
TOTAL EXPENDITURE	<u>20,627.22</u>	<u>31,169.03</u>
NET SURPLUS FOR THE		
YEAR ENDED 31ST DECEMBER, 2015	98.41	1,705.98
ADD; ACCUMULATED EQUITY - as at 1st January, 2015	<u>31,930.03</u>	<u>30,224.05</u>
ACCUMULATED EQUITY - As at 31st December, 2015	<u>32,028.44</u>	<u>31,930.03</u>

AUDITED FINANCIAL STATEMENT

These financial statements should be read in conjunction with
the accompanying notes and the attached Audit Report

NATIONAL MODEL RAILROAD ASSOCIATION INC.
AUSTRALASIAN REGION

**NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31ST DECEMBER, 2015**

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The financial statements, which form part of the specific purpose financial report, have been prepared in accordance with applicable Accounting Standards, other authoritative pronouncements of the Australian Accounting Standards Board, Urgent Issues Group Consensus Views and disclosure requirements of the Corporations Law. The financial statements have been prepared on the basis of historical costs and do not take into account changing money values or, except where stated, current valuations of non-current assets. The financial statements have also been prepared on a going concern basis which contemplates the continuity of normal business activities, the realisation of assets and the settlement of liabilities in the ordinary course of business. The accounting policies have been consistently applied, unless otherwise stated.

a. INVESTMENT INCOME

Investment Income has been brought to account as interest as it was received.

b. PROPERTY, PLANT & EQUIPMENT

Property, plant and equipment and trademarks are included at cost or committee valuation, where stated.

Depreciation is not calculated so as to write off the net cost of each tangible non-current asset during its effective useful life to the association.

Tangible non-current assets being property, plant and equipment are required to be reported at the end of the financial year at values not exceeding the 'recoverable amount' which is determined as the amount of expected net cash flows which will be received from the assets employment and subsequent disposal. The expected net cash flows have not been discounted to their present values in determining recoverable amounts.

Having regard to the relative provisions of the Corporations Law and the Accounting Standards AASB 1034 and 1035, the members of the Committee are of the opinion that the carrying amounts of all non-current assets do not exceed their recoverable amounts.

c. INCOME TAX

The association does not apply the principles of tax effect accounting, as the members of the Committee believe the resultant asset and liability recognised upon adoption will never be capable of realisation in the ordinary course of operations, due to the association being exempt from income tax in accordance with the Income Tax Assessment Act, 1997.

d. SEGMENTAL INFORMATION

The association operates in the Australasian Region with the purpose of promoting the hobby of model railroading and related activities within the Australasian Region

NATIONAL MODEL RAILROAD ASSOCIATION INC.
AUSTRALASIAN REGION

**NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31ST DECEMBER, 2015**

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONT'D)

e. REVENUE AND EXPENSES

Revenue from the provision of a service is recognized upon the receipt of funds from the customer. Interest revenue is recognised on a proportional basis taking into account the interest rates applicable to the financial assets. Expenses are recognized when they are paid for.

f. GOODS AND SERVICES TAX

The Association is not required to charge the Goods and Services Tax (GST) on any revenue it levies. Expenses and assets are recognised including the amount of GST, as the amount of GST incurred is not recoverable from the Australian Taxation Office (ATO).

2. GUARANTEE OF MEMBERS

The Association is limited by Guarantee. The liability of a member of the Association to contribute towards the payment of the debts and liabilities of the Association or the costs, charges and expenses of the winding up of the Association is limited to the amount, if any, unpaid by the member in respect of membership of the Association.

3. RELATED PARTY TRANSACTIONS

Any transactions occurring between the company and related parties are on normal commercial terms and conditions no more favourable than those available to other parties.

4. CAPITAL COMMITMENTS AND CONTINGENT LIABILITIES

There are no Capital Commitments or Contingent Liabilities as at 31st December, 2015.

AUDITED FINANCIAL STATEMENT

These financial statements should be read in conjunction with
the above notes and the attached Audit Report

Membership officers Report Appendix D

The project to align members' renewal date to 1 July is almost complete. There are only 33 members who are not 1 July and most of these are new members who join mid-year.

The member count at the end of the 2015 year was 677 compared with 671 in 2014. As at today, there are 690 members.

In 2015 we had 74 new members compared to 67 in 2014. So far in 2016 we have 14 new members compared to 6 in the same period in 2015. Division 1, Queensland, once again leads the recruitment stakes with 9 of these 14.

A few statistics as at today:

Of 690 members, 635 have email.

373 have DCC. The DCC systems include 154 NCE, 62 Digitrax, 58 CVP/EasyDCC, 38 Lenz, 8 MRC, 6 Bachmann, 6 Roco. There are a number of other systems, including one scratch built system.

648 members have a scale recorded in their details. 105 members model multiple scales. 462 model HO, 131 N, 40 OO, 18 O, 7 G, 6 Z and 75 model the various narrow gauge scales, of which 44 model ON30.

545 members have a prototype recorded in their details. About half that number model more than one prototype.

A total of 241 model Australian with the largest segment being NSW with a count of 119. Followed by "Australian" at 83, Vic 24, Qld 14, SA 9 and WA 2.

83 members state their prototype as "USA", followed by SF/BNSF 48, UP 42, SP 26, GN 14, N&W 4, C&O 3. There are a number of other roads that I have not included.

British/UK 28, Japanese 8, Swiss 4, German 3.

On a lighter note, all 690 members supply their first name.

The most common first name is John 35, followed by Peter 20 and David 11.

394 members nominate a wife or partner, the most common first name being Sue/Susan/Suzy 15 followed by Jenny/Jennifer 10 and Margaret/Margrit 9.

Erik Bennett
Membership Officer
NMRA Australasian Region

Editorial musing

Modelling locomotives of a specific era

Rod Tonkin

To me high powered EMD and GE six axle diesel locomotives typified the Santa Fe's main line motive power in the early 1970s. EMDs SD45 along with its passenger equipped stable mate the incomparable FP45, shared the roster with GEs passenger equipped U28CGs and freight only U33Cs. Modelling these locomotives has provided me with hours of modelling enjoyment over a number of years.

In the early 1970s the Santa Fe was in a state of change. The 1970 renumbering program was swiftly followed by the end of passenger service. The blue "Book end" colour scheme introduced in 1960 was replaced in 1972 by the "Yellow Bonnet" colour scheme destined to last for most motive power until and in some cases-well beyond the merger with Burlington Northern in 1996.

Like the real Santa Fe I buy my rolling stock from major rolling stock builders. In my case my HO scale model 1970s era Santa Fe mainline freight locomotives are from the Athearn and Lima stables. My 1970s era Santa Fe HO scale models were purchased from swap meets or dealers, mostly at model train shows.

I've based the appearance of my models on photos of the prototype. I've modified the paint work, removed or added details and renumbered the models where required to match their appearance in the early 1970s. To represent the bulk of the high horse power locomotives in Santa Fe's main line roster in those days I've two EMD SD45s and a few FP45s. To provide some balance in my 1970s Santa Fe roster I've a couple of GE U boats; an ex passenger service U28CG and a U33C.



Head 'em up, move em' out.

(With apologies to the Duke and Clint Eastwood Editor)

Arthur Hayes

As our train travels from town to town, beside the track we find just about every station has facilities for handling livestock. On some sections between stations you could also find a siding with livestock trucking yards. Most yards are owned and operated by the rail network, a few could be privately owned.

In larger western centres separate yards cater for cattle and sheep, in most regional towns the yards have the capacity to load a full train. Closer to the coast the yards are smaller and handle pigs and calves more so than cattle. Often these yards are combined yards capable of handling small or large animals in the same pens. City yards could also differ, their sole function could be just to unload trains, i.e. sale yards or meat works. These yards have long banks to enable several wagons to be unloaded quickly. Some meat works the yards could be some distance from the facility they serve. Most sale yards have the trucking yards attached to sale yards.

Outside the railway boundary fence there are various types of yards for livestock. Some can be large with a milking shed, others can be small where the farmer loads his animals for market, branding or dipping, some may have a small shed etc. The construction of these yards are similar, older yards are timber and the newer ones are various types of steel. Many of the timber yards have fallen into despair, posts missing or laying on the ground along with rails. Many are also overgrown with grass, weeds and vines, they would make a great model.

Over time the yards themselves changed. At first the yards were constructed from natural resources from the surrounding bush. Most were post and rail type construction, cattle yards being about six/seven feet high opposed to sheep/pig/calves yards being much lower, around three/four feet high. The rails were spaced according to the animals using the yard. Timber yards required continual repairs and maintenance. Around the early 60's many cattle yards were replaced using old worn light rail. 60 lb rail was used for the post and lighter 40 lb rail for the rails, gates were manufactured from steel tube/pipe. A few sheep yards were replaced using light rail for posts and weldmesh panels. A number of replacement rail type combined yards had a single loading ramp/race with a timber adjustable ramp that sat up on a hoist. When lowered this gave smaller animals access to the upper deck. Some new sheep yards were constructed using round steel pipe posts or worn rail with timber batons, all

painted white.

Most rail networks had a book/appendix detailing the facilities at all stations, this information included the type a stock yards. The location of the yards within station limits/yards also varied considerably. Larger yards in western areas were often located on the apex of an turning angle or Y, some were on the outer edge of town. Smaller yards were closer to the station building. Today on the QR network, some yards are located on balloon loops which allows trains to arrive, load and depart without any shunting moves. The yards could also be leased by stockman/graziers for private use by making application with the local Station Master. The "Goods and Livestock Rate Book" effective from 1st July 1973 shows a charge of \$20.00 for the first 24 hours and \$10.00 for each succeeding 24 hours or part thereof. At trucking yards where there was water laid on these charges were increased by .50 cents.

Just as the yards changed over time so did the way in which the stock arrived at the yards. In the 50's I recall stock being walked through town to the trucking yards. The street was wall to wall with sheep between the front fences of the houses along the street. The fun started when they reached the level crossing, they just went round and round in circles until one found its way through the crossing. Sometimes a drover on horseback would lead the flock through the crossing. As roads got better, road transport carried the stock to the trucking yards. As first they were single decks for cattle and double for sheep. Over time the single deck semi-trailer was replaced with multi deck road trains. Today in most states of Australia road trains conveys livestock the full journey to their destination. Today in Queensland, cattle trains of 44 wagons still run from selected western centres to meat works on the coast. All journeys are completed within 24 hours which removes the need to spell the stock. Wagons used to carry stock varied from network to network. On the QR network, cattle wagons did not have a roof, instead they had walking planks for drovers to walk on to check the cattle during transit. With the introduction of electrification the planks/walkways were removed. The wagon length didn't alter much over the years on some network but did on others. Likewise some were single compartments, other were double with separate doors. Over time eight wheeled wagons replaced four wheeled wagons, wooden wagons were replaced by steel wagons, also with newer bogies the speed of trains increased. The bottom door dropped down to formed a ramp between the loading bank and the wagon. In the mid 80's, some networks cut down surplus box wagons due to containerized freight and modified them to carry special stock containers.

Most sheep/calf/pig wagons were two compartments, double decked with iron roofs. As well as side gate, some networks had end gates and drop down platforms. This allowed all wagons to be loaded out without a locomotive attach to move wagons. Some locations used side banks, others used an end bank at the end of a siding or angle. Sheep found it a bit hard to move through the end gates, but that changed when a dog was placed in the wagon. In the mid 80's, QR purchased sheep containers from WAR to replace their wooden wagon fleet. During the mid 60's when large areas of Queensland were enduring drought, sheep were conveyed by the train load in open goods wagons. By about 2000, all movement of sheep by rail in Australia had finished.

Livestock trains provided plenty of operations, most stock movements are one way, empty wagons to the country and loaded wagons to the coast. Most require every wagon to be placed at a ramp to load or unload. Unloading movements are subject to the length of the bank, maybe three or four wagons or more wagons could be unloaded together. Livestock travel on permits issued by the DPI, often a train could have more than one permit, various consignments on one train. When unloading, drovers/stockmen like to keep all animals on one permit together and separated from other animals on other permits, often resulting in moving the train several times. In the early days drovers travelled on the train, some networks had special vehicles to allow the drover to travel with his stock. At times, if this vehicle was not available, an older passenger carriage was provided at the rear of the train. During transit, every few hours the drover would walk his train with his prod. Every effort is made to keep the stock on their feet. Generally, if an animal lays down during the journey, other animals will trample it to death. If a beast cannot stand on their feet, the wagon is detached from the train and taken to the yard where the beast is removed. When guards vans come off trains with two driver operations (TDO) or driver only operations (DOO), the drover's vehicle was moved to the front, marshalled behind the hauling locomotives. Today, drovers do not travel on the trains. Stock agents have stockmen at set locations where trains are checked en route.

Back in the days of oil feed axle bearings, hot boxes were a common event on stock trains. In country centres emergency wagons were held to allow for transshipping should a wagon become defective and could not travel. There were also locations across the network set up to spell stock. If a journey could not be completed within 24 hours, stock were rested before completing their journey to their destination. Some states have tick free areas; before stock can travel into these areas they need to be unloaded, dipped and reloaded before continuing. Generally, stock travel without feed or water, however when the prized grand champion bull

is off to the big smoke for the Royal Easter Show that could change. At times a tarpaulin may be used to provide better conditions. In hotter parts of the country some networks have water sprays to wet and cool stock. The train stops before the spray and the fireman turns the spray on, the train pull through slowly cooling the stock, and the Guard will stop the train and shut down the spray before continuing.

Orders for livestock wagons were made to the "Livestock" section of the head office. The Livestock Office would arrange for wagons to be sent to fulfil the orders, small orders were sent on timetable trains. Large orders generally required special trains. Movement of loaded wagons was sent out daily on Train Notice, detailing allocated trains the wagons were to travel on. Empty wagons were returned to selected country locations as fill for storage to wait their next run. During the stock season empty wagons returning to the country areas as special trains. Some lines had approval to allow over length trains. On the Mt Isa Line it was common to see trains heading west conveying 60 wagons on weekends. Only passenger trains have preference over stock trains when it comes to running trains on the network.

In the 60's and 70's stock wagons were regularly cleaned out and sprayed with white wash. The manure was collected and loaded into open wagons, these wagons were sent to various stations that entered the garden competitions. In the 80's I also recall selling it to gardeners for \$5.00 a trailer load. When there was a rolling stock shortage, stock wagons have been used to convey general goods/products. Often hay was loaded into cattle wagons, on completion of loading the wagon was covered with a couple of tarpaulins. I recall a box wagon shortage in Brisbane in the 70's when a four wheeled cattle/horse wagon was used to convey plants from a suburban station for transshipping. A tarpaulin was hung up around the walls inside to protect the load.



QR K class screw coupled all wooden cattle wagon

in 1980 at Mt Isa Photo Rod Tonkin



Arthur's on farm stockyard

On Westgate I have the yard fence panels square while the glue sets. When the glue is set , you remove the two stock yards in H0 scale, the first one is completed fence panel from the jig.

scale, the first one is just a small set of To add some character the yard has a farmer to load his water trough and stock for market. some junk strewn around. The stock drinking water trough was made from a plastic drinking water to supply the yards. Near the loading ramp is a worn-out rusty old army wreck overgrown with weeds.

The farmer's yard is a typical all timber affair. The yards rails are made from strip bass wood glued to dowel posts. A jig was made to keep all side uniform. This was drawn up on graph paper to give me a uniform spacing of rails. Clear double side tape was added to the graph paper at select locations, just small amounts, each end and the middle, the double sided tape holds

A jig was made to keep all side uniform. This was drawn up on graph paper to give me a uniform spacing of rails. Clear double side tape was added to the graph paper at select locations, just small amounts, each end and the middle, the double sided tape holds





Combined sheep and cattle shipping yard

The second set of yards is a combined cattle / sheep trucking yards modelled on a unique and unusual set of yards I photographed in the late 60's, at the time just built. It was the only combined yards with an end sheep loading bank that I ever saw.-just great for modelling when limited space is available. The plan view of the yards were drawn up on graph paper showing all pens, ramps and gates. The sheep yards are made from evergreen styrene strip for rails and rod for posts. The fence panels are assembled with your favourite styrene fixer/cement. If the fence is to butt up to another section, the end post can be left off. Set aside to allow the cement to set. Once happy everything is set, gently remove the completed fence panel from the graph paper and fix to the required location on the layout. The wooden gates were also made from styrene strip and added to the layout. Once the yards were completed, all fence and gates were painted matt white. Sheep was added, plus a few weeds/grass around the outer fences along with some small trees. A crow was added to the top of the fence to add that western flavour.



Sheep shipping yard to suit Queensland Railways end loading sheep wagons

The cattle yards were completed in much the same way. The rails were made using code 40 rail and the post were made from code 55 rail, I used unweathered rail. If you are using weathered rail remove the weathering on the rail foot for soldering posts into position. The posts were cut a little longer to allow fixing to the layout. Additional double side tape could be required as the rail for the rails is placed with the rail head down on the paper The post are positioned on the rails with the rail head up, thus both rail feet together. Using a paddle pop stick to hold the post into position, I soldered the two together using a little flux for a good strong joint. On completing each section, wash and brush the solder joints to remove excess flux. The fence panels are attached to the layout by drilling holes for the posts, a paddle pop stick at each end of the panel would give a uniform height above the ground. Or you can cut some posts to the correct length reducing the number of hole to be drilled. Rails above the gates were "super glued" to the posts, in fear of unsoldering the other rails.

The gates were made from 0.90 mm tie wire from Bunnings. The wire is available in the garden section, it called 'wire-pak'. It can be purchased in various sizes from 0.70 mm. I straighten the wire by stretching it. Secure one end to a fix object (a post, back of the ute, etc.), wrap the other end around a pair of pliers and then apply pressure. **Warning, too much pressure could put you on our back, the wire will break.** Small pieces of wire can be straighten by rolling it under a tapping hammer on an anvil. The gates are soldered up the same as the fence panels. The fence panels are painted roof brown and weathered with a bit of rust. The gates are painted white. Add stock and a few cow pats to complete the yards.

To set the scene on Westgate, I added some additional detail. Having stock in the yards requires a drover is there for their care and security. A "Drover's" truck was made from an old "Matchbox" Bedford tipper. The tipper body was removed and a scratch build covered body was made from styrene. The windscreen and windows were enclosed using Micoscale "Kristal Klear". These vehicles carried horse feed, saddles and camping/cooking gear for the drover and his crew. A used 'tea bag' was used to make up a tarpaulin fly which was secured to the yard fence (*sleeping quarters*). Swags were also made from the tea bag.

A small billy fire was made from a cheap shop \$ 2.00 "T" candle. The body was removed and the LED light section was secured into a hole in the baseboard. A resistor was added and the unit was hooked into my 12 volt lighting grid. Small twigs found in the garden were built up over the "T" light, some ends were painted black to give a burnt look. A billy was made from styrene tube and brass wire was used to make a billy stand to hang the billy over the fire. The light flickers and changes colours just like a camp fire. (Just a caution note, when looking for the "T" lights, some have all the colours of the rainbow and would not be suitable). To allow night loading a light was installed over the rail loading race, the post and cross arm was constructed out of code 40 rail, brass rod was used for the goose neck, Grant Line lamp reflector #5062, and a DCC concepts protowhite NANO LED-NLPW was used for the light.

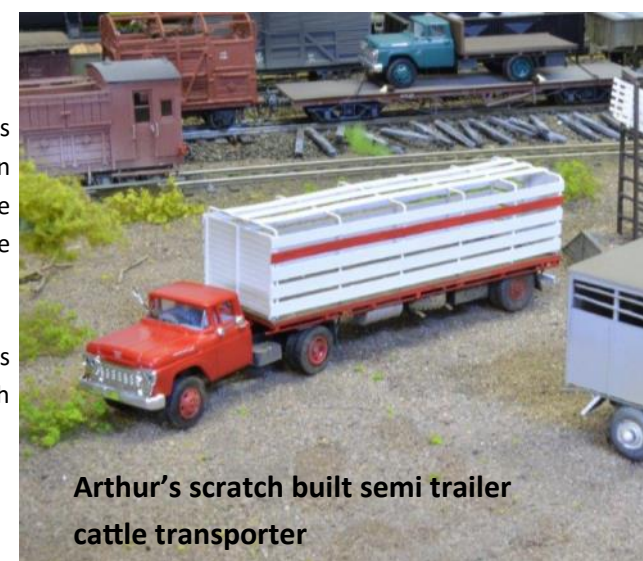
In western locations, everybody knows everybody or they are related, trust me, be carefully before you start bucking a local. The local plant operator leaving town has stopped for a cupper and is sitting beside the fire. In the 60's local councils and shires maintained roads leading to and from town to their boundary which could many miles from town, most were dirt which were corrugated with large areas of bull dust. It was a full time job for various road gangs to keep them in reasonable condition. Each Monday the plant operators would leave town for the work site and stay in the bush working until Friday before returning to town for the weekend and fresh supplies. Behind their graders was a caravan for quarters, a trailer with drums of fuel, oil and equipment etc., and a small single axle water tank. The grader is a SceneMaster # 1638 I picked up from the local hobby shop. Woodland Scenics also have a white metal kit # D234 which makes up into a good model. The caravan and trailers were scratch build from styrene. Also in the scene is a semi-trailer of cattle which has just unloaded, the trailer was scratch built and the F 600 Ford prime mover is a Classic Metals model # 31163 (Red), it is also available in Green # 31164. At buy & sells I look for cheap cars/trucks us a means for wheels for these special little projects. To complete the scene, a drover on horseback is returning to the camp fire to join the plant operator for a cupper.

Just as a local railways have or had a job to do in our communities, I think it is important our

layouts also have a purpose. If the various scenes on our layouts can tell a story it can add a lot more interest to the layout. The scene can bring back memories or recreate history, plus can be a great talking point.

I trust these "Beside the Line" series has got you thinking and is helping you with your railway.

Arthur Hayes.



Arthur's scratch built semi trailer cattle transporter



Drovers camp at the stock yard



The Benefits of a Bits Box

By Vern Cracknell MMR – Photographs by the author

In building the locomotives and rolling stock for the Kangaroo and Cockatoo Railway I have not been constrained by slavish adherence to prototypes or historical accuracy. Rather if the item tells a story, and fits the fictional setting of the K&CR, then it can be at home. The guiding theme is that of narrow gauge logging.

Further there is a personal tendency to be a magpie – “That could be useful one day” -and thus the putting aside of objects with potential in a bits box. These are the factors which lie behind the building of locomotive number 12.

This locomotive is not a scale model of any prototype, but the ideas for its superstructure have been borrowed from a photograph of a locomotive built by Dubs in the UK and used in narrow gauge logging operations in New Zealand.

The chassis is a motorised unit from Garden Railway Specialists (UK) (pictured), used previously, and repaired and reconditioned by Bernie Dickinson. Thus it is an example of recycling. And from the bits box came several items which just needed some modification to fit well on No. 12.

The chimney is from a Liquid Nails nozzle, the steam dome is from an eye drop bottle, the boiler is a Liquid Nails tube, the side water tanks are made from a series of old plastic venetian blind strips, stood upright, laminated using Liquid Nails and then filed to shape. The rivet detail on the tanks has been achieved with cut down office pins. Styrene plastic sheet and strips have been used for the firebox and smoke box doors and the cab structure.

Painting began with brushed matt black, and then air-brushed with Nato Black, Neutral Grey

and Flat Brown with a dusting of Buff low down for the dust of the bush. Tamiya acrylics were used. The lettering has been achieved with waterslide transfers, printed on a home computer on decal paper from Micro-Mark (using artists’ fixative spray to stop smudging). The area where the lettering was to be placed was painted white and the decal paper was printed using the font colour icon and the “no colour” setting; the background used the text highlight colour icon with the “black” setting. This gives a transfer with a black surround and see through letters which will appear white when fixed over the white painted sections.



The roof is made from two pieces of thickish cardboard, laminated and covered with butchers’ paper to improve the texture. The roof supports and the hoop steps are cut from copper (from the remains of a laundry copper) as these would be more easily shaped than brass. The unit has a Zimo decoder—high performance because of its use on an LGB MTS system. The front light draws its power direct from the rails and not through the decoder. The front light is from brass tube, with a soldered on back. The globe is an LGB 24volt plug-in, to which the lead wires have been soldered and insulated.

The figure in the cab is handmade using DAS modelling clay over a copper wire armature and painted with acrylics.

The coal in the coal bunkers is from a crushed briquette.

The K&CR is modelled in 1 to 22.5 scale and runs on 45 mm gauge track.

To give an idea of the size of 1 to 22.5 models K&CR number twelve is 240 mm over the buffers, 115 mm wide and 140 mm tall.



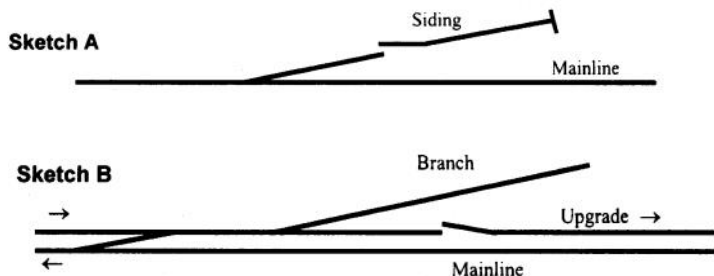
Under the bonnet of K&CR 12

CATCH POINTS

Rod Tonkin

Catch points are a common feature on prototype railways. Unfortunately they are rarely modelled. With relatively little effort you can add them to your layout.

Railways use catch points to protect trains from runaway rolling stock. Many prototype sidings are graded so the loco spotting wagons has to push them into position. This aids accurate wagon positioning. If the hand brake fails or is tampered with, the wagon could roll into the path of a moving train. The catch points prevent this occurring. On steep grades on double track a break in two could cause a runaway after the air brakes leak off. In both cases catch points provide protection for moving trains. Catch points protecting traffic on steep grades are mostly spring or weigh operated. Normal traffic trails through them. They can be locked closed for wrong road operation. Catch points protecting traffic from sidings can be power operated, locked and manually released by the section staff or weigh operated and manually released. The sketches show some prototype installations.



Sketch "a" is a typical siding protecting the running line from runaway vehicles.

Sketch "b" was the layout at Loftus Junction south of Sydney protecting the line to royal National Park from run away vehicles .



Sketch "c" was the layout at Elura Mine near Cobar in New South Wales in the 1980s.

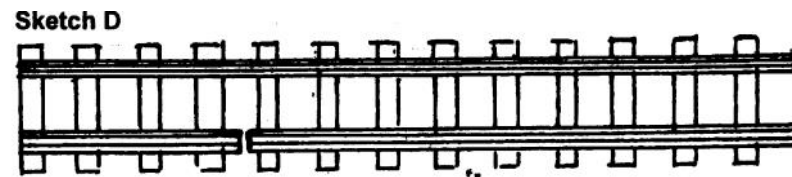
We can install catch points to mirror prototype installations. Compared to prototype rolling stock our wagons are not likely to roll out of a siding. Our catch points will be purely for effect. Catch points on a layout are a useful way to mark the fouling point of spurs.

In 16.5 & 9 mm gauges Peco offer working model catch points. The 16.5 mm gauge unit is 98 mm long. I've found this unit difficult to fit in many locations on my model railway. The solution was to roll my own. My models are non working models. For those of you so minded it would be simple to mechanise your catch points using a point motor.

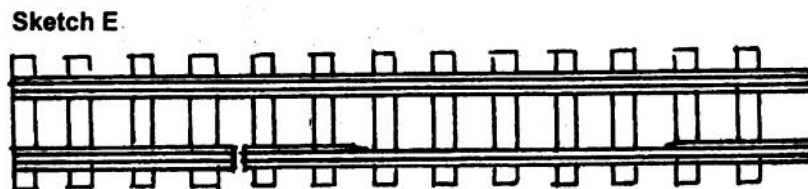
The key to my method is to use old point blades. Like most modellers I never throw anything away. Expired sets of points are a case in point. Point blades from worn out sets of points can be re-used to build catchpoints. Using either straight or curved blades, straight or curved catch points can be constructed in flexible plastic sleeper track. Lacking old point blades you can make your own from a length of rail.

If you have access to a motor tool you can build the catch points into existing track. The motor tool method is as follows.

1. Cut the rail at the point located for the heel of the point blade. (Sketch d)

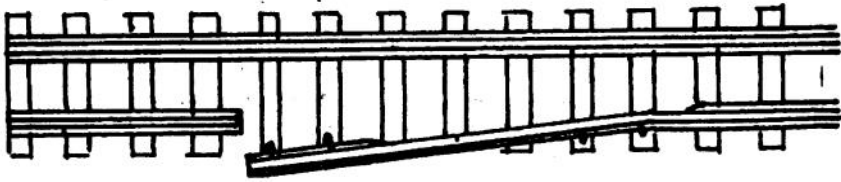


2. Using the point blade as a guide locate the position of the point of the blade. Using a cutting disc carefully remove the inside flange of the rail so the point blade can fit snugly against it. (Sketch e)



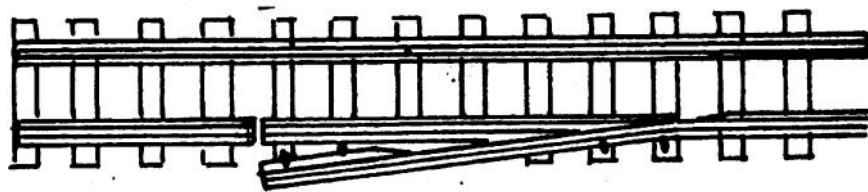
- Use a sharp knife to cut off the rail securing clips from the cut in the rail to the end of the section without an inner flange. Bend the stock rail outwards and secure with track spikes. (Sketch f)

Sketch F



- Fit the point blade and secure in position with track spikes. (Sketch g)

Sketch G



The hand tool method only varies in step 2. After the position of the point of the blade has been located remove the stock rail from the sleeper base. File the inside flange off the rail to accommodate the point of the point blade. The modified stock rail can then be assembled onto the sleeper base.

Steps 3 & 4 are carried out with the track in position on the road bed.

Fitting a catch point in the track will cause an electrical discontinuity. Running a jumper wire around the catch point blade will eliminate this.



Realistic Rocks with Pumice Stone

Jeffery Lee

I enjoyed the article in the January 2016 Model Railroader by Kim Nipkow on “3 Ways for Realistic Rocks”, but wanted to add a 4th alternative: - Pumice stone. Pumice is a very light aerated, porous volcanic rock often found washed up on beaches. There are many samples of

Figure 1 - Pumice as collected from the beach



Figure 2 - Let the grinding begin



pumice that like charcoal in the January article look like real rocks and can be inserted into the scenery base as they come.

‘Pumice can also be ground down and makes excellent “talus rocks”. I use a mortice and pestal to grind the pumice and produce my small talus rocks.

In summary, if you have access to pumice it is a free and very light weight solution for rocks and small talus on your layout and complements other rock building techniques.

pumice stone

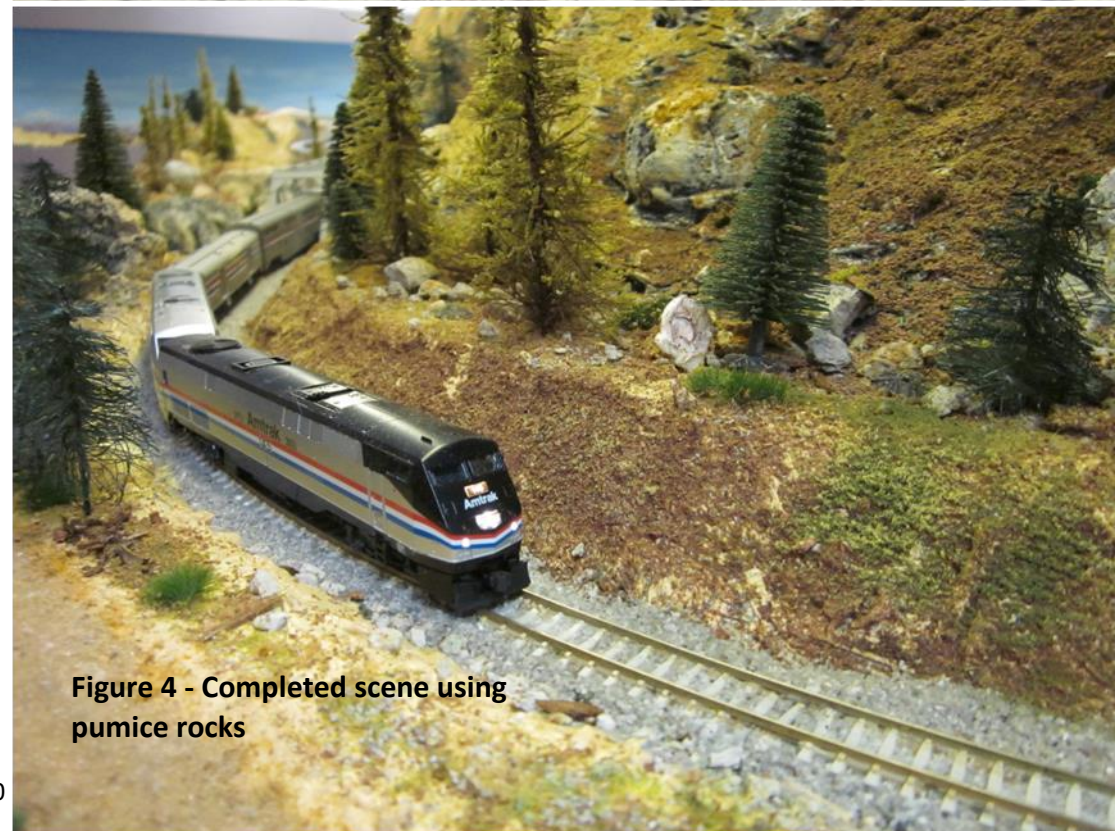


Figure 4 - Completed scene using pumice rocks

Scratch built Workshop

Arthur Hayes photos showing progress on a HO scale workshop he is building for a mates layout.



Background Pine Trees.

Jeff Lee

Jeff's "Bottle Brush" trees



Building distant pine trees and making them look small enough and distant is difficult. Most of my pine trees are made using horsehair and wire made using the "bottle brush" method. These trees are great and probably better than the \$2+ each packaged N Scale trees. But they take time to make and I need many hundreds of them.

I had started foresting my California hillside when I realized I needed over 1,000 trees. So I looked for another way of providing the backdrop layer of trees that looked realistic.

So I am not sure who I have to credit this idea with, but I use scourer pads. Some other people I remember use air filter pads. The good thing about scourer pads is that they are not metallic, so no danger of fouling motors. However, the hair is fine so you need to vacuum after, like any scenery development.

The hills / mountains on the BNSF Down Under are built away from the painted backdrop to give the image of depth. The gap in most places is a centimeter or so, but it stops the hills butting against the backdrop. Here are some finished background scourer sponges in place.

So here is a Scotchbrite scourer sponge - in this case brown. I discovered you could buy very cheap scourer sponges of "No Name brand" in supermarkets and some \$2 shops. I got my last batch from Woolworths for \$1.49 for 6 pads. Six pads will make over 3 meters of background trees - more than 10 feet.



Scourer sponge



Split in half scourer sponge

As they come the pads are too thick but can easily (carefully) be split to create thinner sheets. Here is a pad being split.

My pads were 150 x 80 mm (6 x 3.5 inches). A height of 40 mm is plenty for the backdrop trees so you can get 4 lengths from every pad. By thinning the pads the trees are slightly opaque which is like a regular tree. The thinner trees now have texture, which adds to the final appearance.

Once you have the 150 x 40mm strip (a quarter of the original pad) you can now cut the pine tree shapes. Angle the trees like a pine tree and only make each tree about half of the 40mm pad depth. Keep the sections you cut out as these can be used as individual pine trees on the backdrop.

As these trees were brown I spray-painted them with a cheap dark green spray paint. Any spray paint will do but even with acrylic paint use it in a well ventilated area.



Cut to shape scourer sponge conifers



Painting the cut to shape trees



Scourer sponge conifers in place on the crest of the ridge

Division Two Highlights



John Bullen accepting the Hopkins Bone award for 2015

The January meeting was held at Mal Risby's. Mal passed around photocopies of the master plan of his layout evolved over several years and several visits to northern USA. The latest plan fills a rectangular space of 18ft by 31ft (5.5m x 9.5m) inside a large garage. The track layout runs right around all four sides, with access from one corner and

with two long promontories running out from one of the sides. Both promontories have scenery dividers for their whole length, separating the scenery on each side of the promontory.



A section of Mal Risby's N scale layout

This layout is designed for running long (30 car) N scale freight trains, mostly grain and lumber. Trains are Burlington Northern and affiliated lines. "Any passenger trains?" asked John Bullen hope-

fully. Simple question, simple answer... "No way!"

Fran Thomas produced some specimens of *Nandina* which she uses to make trees. After flowering, the dried limbs of this useful shrub provide an excellent basis for many model trees and they remain quite strong after they dry out. However, there are two varieties of

nandina commonly seen in Canberra and only one of them is suitable for model railway scenery. The dwarf shrub with its bushy shape and attractive red/green foliage is unsuitable. The one for modelling trees is the taller shrub with straight stems and sprays of red berries. For pictures of the right plant, see <http://tinyurl.com/hwtrdla>. Fran makes several types of tree from *nandina* clusters which have shed their berries and have dried. She prunes them first to get the desired branch shape and then binds several stems together with string. Covering the stems and string with Selley's 'No More Gaps' gives a suitable tree. The trunk which can then be painted to give the right colour for a eucalypt, silver birch, or whatever you like. After painting the branches with thinned PVA as the necessary adhesive, Fran applies Heki *Blätterflor* or Heki *Flor* for leaf foliage. Heki foliage is pretty much the best quality that you can get. Both these Heki products are stretch foliage used to cover branches. The *Blätterflor* has larger particles than the finer *Flor* and the larger particles give a most realistic leaf effect on larger scale trees. Both products come in different shades of green for different species of tree. If you select with care and stretch these flexible nets of leaves over the branches, you finish up with a remarkably lifelike tree without needing any loose scatter material at all.

Fran displayed a very attractive and realistic grove of trees, mostly eucalypts and silver birch she has recently made in O scale, using *Nandina*, *Blätterflor* and *Flor*.

Jess Brisbane displayed a mock up of her new layout.

February saw us meeting at Steve Walker's. Steve showed us how he is using the ideas Eris Brooman used on his Utah Belt layout written up in the 1980s



Fran Thomas describing how she makes trees from *Nandina*



The pause that refreshes, afternoon tea

in the American model railroad magazines, Steve intends to update the layout as it ages as Eris Brooman did to show the passage of time.

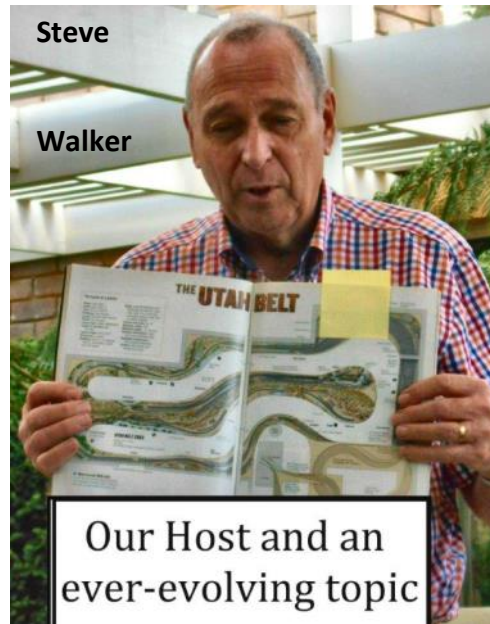
April brings the Annual Kaleen Model Railroad Exhibition hosted by the Canberra Model Railroad Club. 2013 saw the Exhibition celebrate its 25th Anniversary, which in this day and age is a great achievement in itself. The exhibition is probably the premiere dedicated model railroading event in the region. It attracts a great variety of visitors ranging from Model Railroad enthusiasts, through to Mum & Dad getting the kids out of the house for a couple of hours. Traditionally there is a great mix of Vendors stands and both Operating and Static modelling.

2015 saw the return of Division 2 to the Exhibition scene after a long hiatus. This year will see Division 2 exhibiting "Callahan Central", a HO scale layout that has been graciously lent the Division while a decision is made on the direction the division will go with in building and exhibiting their own layout. This is also a great opportunity for Division 2 to attract new members who are either new to the hobby, or old hands looking for a group of likeminded folks that they can share their passion of Model Railroading.

Stay tuned for a report on the Exhibition in the next edition of Mainline.



Jack C, Steve W, Matt W, Ross B, Water J (Senior), Water J (Junior), Tony P



Steve Walker

Our Host and an ever-evolving topic



Mal R (reading), Leg L (crossed), Fran T (listening), Stephe J (listening), Jack C (preparing).



Jess' concept model of new layout

Division Four Highlights

We held our Christmas meeting as we have done for many years at Peter Scarfe's. Peter laid on a delightful afternoon tea washed down by beverages of your choice. (As your scribe was



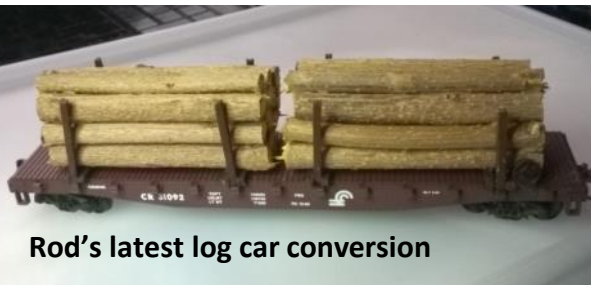
Fifty year member Rob Nelson and his wife Dorothy at the 2015 Division Four Christmas meeting

driving home, a soft drink) Most of the Perth based members of Division Four and their wives were present.

Frank told us he had achieved his goal of completing an operating loop of 16.5 mm gauge track in his new train room before Christmas this year.

Alan showed us progress on powering Tortoise switch machines from multiple push buttons through a DCC Specialties control unit.

Rod showed us his latest log hauling flat car conversion and his progress re detailing a OO scale



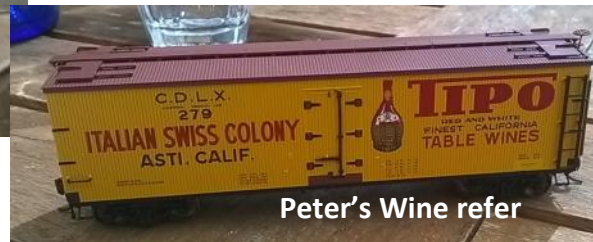
Rod's latest log car conversion

static model of an LNER V2.

The first meeting for 2016 was held at Rod Tonkin's. We were able to see Rod's progress getting "Leaffield" ready for the presentation he is giving at his local library in February.



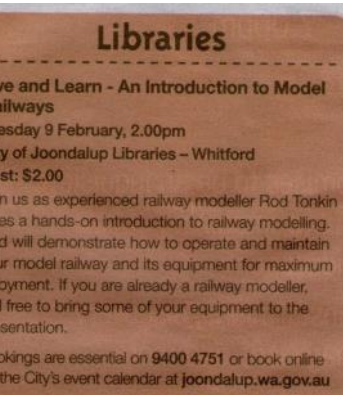
Alan's turnout control test rig



Peter's Wine refer

guests. Some of them brought along their rolling stock to see if we could help make them more reliable. In most cases we were able to revitalise the performance of these models.

Peter showed us the wine refrigerator car he has just taken delivery of.



Libraries

Live and Learn - An Introduction to Model Railways

Tuesday 9 February, 2.00pm
City of Joondalup Libraries - Whitford
Cost: \$2.00

Join us as experienced railway modeller Rod Tonkin gives a hands-on introduction to railway modelling. Rod will demonstrate how to operate and maintain your model railway and its equipment for maximum enjoyment. If you are already a railway modeller, feel free to bring some of your equipment to the presentation.

Bookings are essential on 9400 4751 or book online via the City's event calendar at joondalup.wa.gov.au

At our February meeting we welcomed four attendees of Rod's "Introduction to Model Railways" presentation as our



Joondalup Libraries Adult and Senior Services Officer Margaret Brooker introducing Rod's presentation.

Alan's "Honorary" steam locomotive



an ALCO RSD 15

Our leader gave a presentation in February on model railways at his local library. The afternoon tea following the presentation provided an opportunity for further discussions on railway modelling. Attendees were invited to attend the February Division Four meeting.



Division Four members and guests at the February meeting

Division Six

The February meeting was held at Peter Jackson's residence at Aldgate.

Meeting was opened by Ray Brownbill at 2pm with 17 members and 1 visitor, with 10 apologies registered.

Ray was able to reminisce on the start of SA Division back in 1984 with 5 members, over a period of time meetings fell by the wayside until 2004 when the Division was reformed, and how the Division has grown.

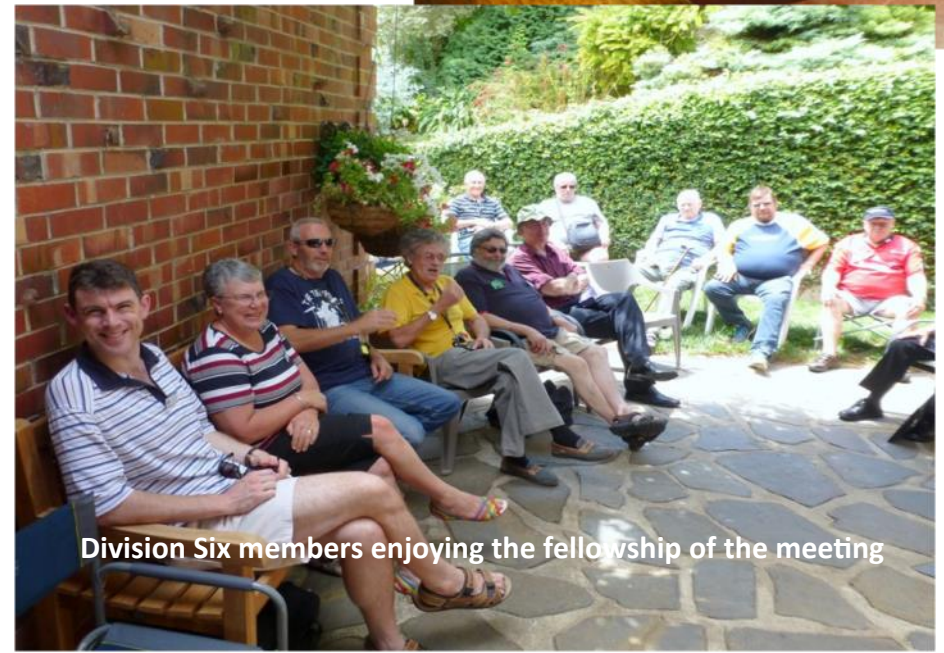
During the past week Division 6 Superintendent Geoff Chatwin advised all Division Six members of his immediate resignation as the Division Superintendent. Max Wright had nominated to take over the Division Superintendent position at the next AGM. Ray then asked members present for any other nominations; none was forthcoming. There being no objection, Max was duly elected.

Ray Brownbill then presented the Association Volunteer Certificate and AP badge to James Tate. Ray also advised he has judged Craig Chidgey's layout for his Electrical Engineers AP, and other AP's to be done shortly including Ron Solly for Structures Max Wright is only 6 time units to get for his Association Volunteer certificate.

Ray Brownbill presenting James Tate his Association Volunteer Certificate

Bring and show produced some interesting items:

- Michael showed the new Victorian Railways Z vans [guards vans] by Austrains.
- Hutch showed an electric nail file with extra file pads he acquired on Ebay.
- Peter Starr how he kit bashed a new turntable bridge for the Walthers turntable after the original was lost by putting on roof of his car and driving home, [silly boy Peter].
- John Eastaff advised that he is making frames to raise the height of pantographs on trams.
- Vern showed photos of a scratchbuilt loco he made up of a number of household items.
- Peter Jackson presented some items that he uses for his modelling for grass, and other scenery bits and pieces, and trees.
- Peter also showed a small camera stand with adjustable legs that he made, to take close up photos where a normal size camera stand won't fit.



The March meeting of Division Six was held at the Division Super's home at Blackwood in the hills. The meeting discussed the upcoming AMRE (Adelaide Model Railway Exhibition). Questions were asked and answered on electric protection for exhibitors, meals, and a final draft of activities. It's impracticable to have Bob Bevan's layout this year as insufficient room has been ordered. We hope to have it next year. Activities will be John Prattis' Timesaver layout, with rolling stock from David Stokes. There will be two other trestle tables where modelling skills will be demonstrated.

low down on their various capabilities.

Others took a guided tour of Max's new O scale layout in the making, and the nearly completed HO scale shunting plank, which runs on Railroad & Co computer control.



AMRE Exhibit planning



Ainslie Brittain conducted a clinic on the multimeter

Michael Robinson showed his new collection of Australian vans. Bob Bevan showed his new Woolworths HO semi-trailer. Ray Applebee brought his



Division Six members inspecting Max's modelling endeavours



Ainslie Brittain's Multimeter Clinic



new Bosch multi driver drill.

We then all adjourned to the train room where Ainslie Brittain conducted a clinic on the multimeter. Wendy served hot scones and coffee/tea/chocolate during the break and then we all returned to the train room where Ainslie continued to be grilled. It's amazing how many questions there can be, as everyone had brought their own meters and wanted the



Digital Experimental Command Control of Australia

The last meeting was held at James Tate's residence on Sunday the 20th of March 2016. Ray Applebee thanked James & Vivianne for hosting the meeting

We discussed on our exhibit at the AMRE Exhibition. we decided members who are attending the 2016 AMRE Exhibition need to test run their locos prior to the Exhibition. to reduce operational issues at the exhibition untested locos will not be permitted to run on the layout at the Exhibition.

The next meeting of the NMRA DECCA SIG will be held at Ray Applebee's residence on Sunday the 24th of April, 2016 at 2:00pm. The Club layout will be available for members to run their locos prior to the AMRE exhibition. SIG member Ainslie will be conducting a workshop on multimetres at the next meeting, ALL members of the NMRA & the SIG are welcome to attend

For more information on our group visit <http://www.nmra.org.au/signs/deccasig.html>



DECCA SIG members enjoying this aspect of our hobby



Division Seven

The December Meeting was our Christmas Party on Sunday 13 December 2015. It consists of a heritage train trip to Robertson followed by lunch in the delightful Robertson Inn and return travel to Sydney.

Everyone was pleased and surprised that we were allocated a first class carriage at Central. The train was pulled by heritage diesels 4464 and 42101. On arrival it was a short walk to the Robertson Inn for lunch. There was a wait for lunch to be served (obviously in the vain hope of increased alcohol sales).



flooding, Sunday was a brilliant cloudless day with the temperature kept pleasant by a northeaster. During the day the museum had 3 trams running over to the Royal National Park and partway towards Sutherland.

Between each tram trip we had a wander through the museum's static exhibits hall to see the restored and stored trams was in order.

If you haven't been there before I would recommend the day trip. The Museum is open on every Wednesday & Sunday of the month.



- Report by Les Fowler

On the 13th of February the weather was perfect, great for the drive to Bowral in the Southern Highlands. We had 2 great layouts to visit so we had an early start at 10.00am at the first layout. Dick Day's Banbury Connection of was the first layout we visited. A beautiful, large British layout in OO scale. Since our last visit, the layout had been enlarged 25% and had suffered a tree falling through the roof. No sign of damage and the trains ran perfectly. You can see details of the layout at

[http://banburyconnec"ons.weebly.com/](http://banburyconnec) as well as in

http://www.nmra.org.au/Layout_Tours/Banbury/index.html . The layout is run on



After the lunch, Les Fowler presented 25 year membership plaques to John Lee, Julian Israel and David Latham.

After lunch we boarded the train for the return trip to Central during which many slept off the lovely lunch or enjoyed each other's company.

The first meeting of 2016 was the held on Sunday 10/1/2016. This informal meeting was held the Sydney Tram Museum at Loftus. After week of rain and





At 12.00 noon we left Banbury Junction and headed for lunch in Bowral – many great little eateries there. Members of the Convention 2016 committee had lunch at the Bradman Museum.

At 1.30pm we arrived at the second layout – The New-

castle to Fassifern layout of Garry Glazebrook. The layout is still under construction and is HO with DCC train control. The layout is set in the steam to diesel transition era in NSW. The details can be seen at [hFp:www.newcastlemodelrail.com/index.html](http://www.newcastlemodelrail.com/index.html) . The layout is new, and I look forward to seeing it again as it progresses.



A section of Garry Glazebrook's layout

Vale—Donald Davis

Donald Davis passed away suddenly on Tuesday 16 February. Donald is survived by his wife Janette and daughters Kylie and Deb. The Family are devastated as you can image, as Donald was a huge part of their family and will be sadly missed.

Donald was a proficient modeller of the SP, ATSF and UP Railroads. He authored the ongoing series of articles in The Extra describing Janette and Donald's trip across the USA two years ago. Donald readily put up his hand to host Division 7 meetings and he provided clinics at our Conventions each year.



Steve Chapman receiving his Electrical Engineer Certificate

David Latham receiving his MMR Certificate

The formal part of the meeting was held at 2.30pm. Our fear-

less leader Les, reminded the members of the upcoming convention to be held at Berowra in September. David Latham MMR was presented with his MMR certificate from the US of A, along with the nose stud. Steve Chapman was presented with his AP Cert for Electrical Engineer.

A big thank you to the hosts of both layouts for allowing us to visit their homes.

Gerry Hopkins MMR

Upcoming Events

Annual Exhibition - 2016 is the 28th exhibition presented by CMRCI.

The 2016 Expo is on the 2nd and 3rd April at the University of Canberra High School - Kaelen. For more details see the EXPO 2016 page on

<http://canberra-model-railway-club.webs.com/>

Model Railway Discussion Group

Meets at Whitfords Library corner of Marmion Ave & Whitfords Ave, Hillarys WA 6025 at 2.00 pm on the first Tuesday of the month, facilitated by NMRA AR Division Four



AMRA Western Australia Branch

40th Annual Model Railway Exhibition 4th, 5th and 6th Jun 2016

At the Royal Agricultural Society Showgrounds Claremont WA

Opening times 10.00 am to 4.00 pm

Paid parking on site or catch the train to the exhibition alighting at Showgrounds station



The Miniature Train Club – Gold Coast

(100% NMRA Club)

is pleased to advise the 7th Annual Miniature

Trains on the Coast – Model Train and Hobby Show is on in 2016.

The Venue is the as last year – Carrara Indoor Sports Centre

Broadbeach-Nerang Road, Carrara.

The Dates – Saturday 25th and Sunday 26th June, 2016



Darling Downs Model Railway Club Inc.

(100% NMRA Club)

Model Trains at the Toowoomba Farmers Market



We are pleased to announce that we will be opening our Model Railway Museum & Display Centre during the Farmers Market Days in the Toowoomba Showgrounds.

Opening times will be 9am to 12noon.

The Farmers Markets are a monthly event, generally on the last Saturday of the month. Links to their sites and information are shown below.

Our operating displays are sure to intrigue with layouts in N and HO/OO scales operating, displays showing how to build your own model railroad, FREE Magazines, including the latest copies of Model Railways in Australia. You can see the beginnings of the clubs large permanent HO/OO Scale layout, colouring in for the children, a U-Drive HO Scale layout just for the kids and constant screening of railway subjects on a big screen TV.

Toowoomba Farmers' Market contact details

E | info@toowoombafarmersmarket.com.au

W | www.toowoombafarmersmarket.com.au

FB | www.facebook.com/Toowoombafarmersmarket

Steam Train Sunday

Brisbane's moving heritage experience Steam Train Sunday returns. Back by popular demand, The Workshops Rail Museum's Steam Train Sunday returns to the track from 6 March until December for one-hour trips through Brisbane in heritage style.

Passengers are free to move between the carriages, take in the sights from the petite balconies and relax with the gentle sway of the age of steam.

Steam Train Sundays. Selected Sundays, 10.15am and 11:40am Roma Street Station, Brisbane. Purchase tickets at theworkshops.qm.qld.gov.au or call QTIX on 136 246

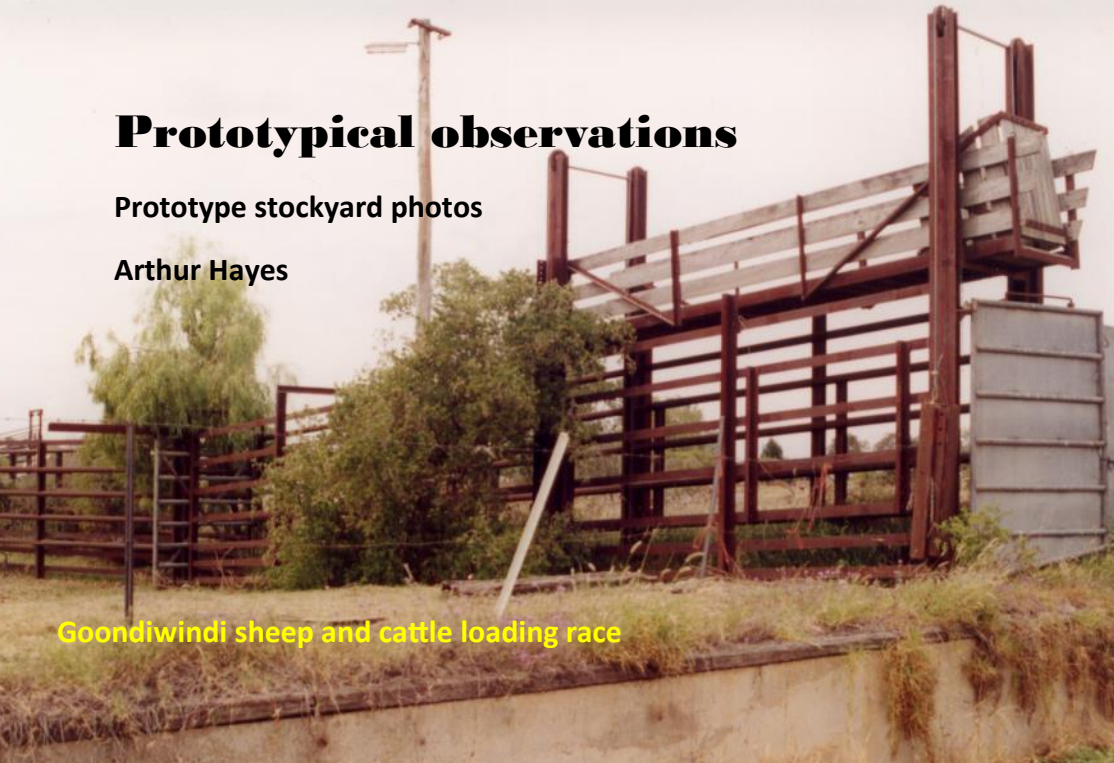


This space is available for you to publicize your event. exhibition or open day. Please send details of your event to the editor for inclusion in future editions of MainLine.

Prototypical observations

Prototype stockyard photos

Arthur Hayes



Goondiwindi sheep and cattle loading race



Farm stock yard at Taree NSW



Farm Stockyard at Rathdoney



Cattle unloading at Dinmore