

# MainLine



**The Journal of NMRA**

**Australasian Region**

**Vol 34 No 2 March April 2017**

# NMRA Australasian Region Directory

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## **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.

## **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

## **Target dates for future issues**

### **May Jun**

**Content submissions**

**15 June 2017**

**Publish date on web**

**30 June 2017**

### **July August**

**Content submissions**

**15 August 2017**

**Publish date on web**

**30 August 2017**

## **Cover photo**

A scene on Peter Jackson MMR's On3 layout in Adelaide. An example of the modelling you will be able to see at this years Region Convention in Adelaide

Photo by Peter Jackson MMR

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### **Regular features**

- President's report
- Pacific director's report
- Editorial musings
- Divisional round up
- Convention news
- Australasian Region directory
- Coming events
- Prototype observations



## From the President's Desk

Welcome to this edition of the electronic MainLine.

Our Annual General Meeting (AGM) was held on 11 March 2017 at Jeff Lee's residence at Dee Why in Sydney. This meeting went well. The Minutes and Reports are published elsewhere in this edition of MainLine.

As reported at the AGM, the NMRA now has a tax file number to accord with changed rules on income reporting for associations. Our Treasurer will now have to provide a tax return in those years where the Association has a net income greater than \$417 and therefore subject to tax.

Preparations are well underway for the next Australasian Region Convention to be held in Adelaide on the weekend of 16-17 September 2017. Please keep checking the web site (at [www.nmra.org.au](http://www.nmra.org.au)) as it will be frequently updated with information as it becomes available.

If you are thinking of a holiday in Adelaide and its environs, attending the AR Convention is a great way to "kill two birds with one stone".



Until next time,

David O'Hearn

AR President 12 April 2017

## Editorial musing

### Have we made our hobby too complicated?

I recently gave an introduction to railway modelling presentation to an adult group at our local library. I built my presentation around the KISS principle (Keep It Sweet and Simple). My presentation was based on elements of our Basis Skills Modules. Even so I had to mention scale, gauge and control systems. This required discussing the range of scale gauge combinations readily available especially given Western Australia's number of expat poms, OO/HO scale and the two readily available control systems DC and DCC.

My presentation was well received. An unfortunately common comment to the library staff from attendees after the presentation was the commercial model railway magazines tend to increase the level of complexity of the hobby.

It's not just the magazines adding to the complexity. I recently acquired a sound equipped model locomotive. The model came with a double sided one page instruction sheet on how to operate and maintain the model. Also included was an eight page leaflet on operating the sound system installed in the model. Initially I was not impressed with the sound system. Buried on the fifth page of the sound system leaflet was the minor detail the DCC sound system was designed to use 128 step operation. Changing over to 128 step operation transformed the sound system's performance. Now I've mastered the intricacies of operating the sound system the model is a delight to operate. As an entry level sound system I consider the instruction sheet could have been arranged more logically.

I realise times have changed since the days of Lima and Athearn blue box model locomotives where the body just unclipped and all the wiring was readily visible and easy to follow. The wiring in today's models provides effects definitely worth having. Isn't it about time some thought was put into producing clear logically organised instruction manuals for these more sophisticated models and the control systems used to operate them?

Your thoughts appreciated.

Rod Tonkin Editor



# **MINUTES OF THE NMRA (AR) ANNUAL GENERAL MEETING HELD ON SATURDAY 11<sup>th</sup> MARCH 2017**

The Annual General Meeting (AGM) of the NMRA (AR) was held at the residence of Jeff Lee at 15 Summit Ave Dee Why NSW.

**Meeting commenced** at 3:00 pm

**Present:** 46 members as per the Division 7 Attendance Sheet

**Apologies:** M Bartlett, R Mangion, S McCormack, S Wyatt, L Spence, J Israel

**Minutes of 2015 AGM:** Approved by the ARC Meeting of 22<sup>nd</sup> March 2016.

**Significant Motions Carried by the ARC in 2016** – just one significant motion was carried in 2016: NMRA Magazine subscription cost was raised by \$5 to \$80 p.a.

**President's Report** - See attached report

**Treasurer's Report** - See attached report

**AP Chair Report** – See attached report

**Membership Officer Report** – See attached report

**Australasian Region Election** – No elections this period.

**Changes to the Rules of Association** – No changes this period.

**Closure:** The AGM closed at 3:22 pm.

## **NMRA AR President's Report for 2017 AGM**

Ladies and Gentlemen,

This report reflects the activities undertaken by your ARC team in calendar year 2016 and those activities that continue to spill into 2017.

Firstly, the realignment of membership renewals to 1 July is now completed. 2016 is our first full accounting year under this new arrangement. As will be reported by our Treasurer today, we have achieved a modest surplus of income over expenditure that is pleasing as it reflects our continued vigilance on costs while maintaining member services. This means membership fee increases are not proposed at this time.

On the topic of membership costs, the National Australia Bank has re-jigged their fee structure for credit card transactions which are primarily used for membership renewals. Based

on last year's renewals that were done by credit card, these new fees will cost the Association over \$1,000 this year, therefore we will encourage members to use Electronic Funds Transfer (EFT) instead of credit card where possible.

The Australian Taxation Office has changed the rules for Not-for-profit organisations, so we are now in the process of obtaining a Tax File Number (TFN) and we will have to submit annual tax returns for those years where net taxable income exceeds the tax threshold (which is currently \$417). It is not as bad as it sounds as only income from non-members is taxable and services provided to non-members are a tax deduction. This means we should encourage non-members attending NMRA activities such as conventions to sign up for membership to avoid tax implications.

In 2016, Division 7 ran a successful one-day mini-Convention at Berowra Community Centre on Sunday 11 September 2016. In 2017, Division 6 will host the convention in Adelaide on 16-17 September. The latest MainLine (available on our web site) has articles promoting this convention. I encourage all of you to consider a holiday to Adelaide that includes attending this Convention.

Last year I reported that the Narrow Gauge Conventions group had approached the NMRA with the aim of dis-banding their group and rolling their funds into the NMRA AR. This process has now been completed and we look forward to supporting the 2019 Narrow Gauge Convention.

Also last year, I mentioned that the US had asked us and the UK to put a bid to host the 2022 National Convention. The team working with Div 1, submitted a quality bid based on using the Royal Pines Resort on the Gold Coast. Unfortunately, the bid was unsuccessful with the UK offering a bid based on Manchester with lots of prototype and museum tours.

We are still seeking someone to take on the Education Chair role in the ARC. If you feel you could contribute to this vital role, please make contact with Peter Burrows (our Secretary).

Next February (2018) will include election of a new Pacific District Director (PDD) as Mike Bartlett will have completed two tours in the role. If you would be interested in the role, please contact me as nominations are required by early June 2017.

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.

Thank you. David O'Hearn



**National Model Railroad Association Inc  
Australasian Region**  
**Treasurer's Report for the Financial Year  
1 Jan 2016 to 31 Dec 2016**  
**Annual General Meeting 11th March, 2017**

2016 total income was \$28,034 and total expenditure was \$22,954 which resulted in a surplus of \$3,080.

Income

Income was \$5,308 (26%) higher than 2015. Income from Memberships and NMRA Magazine subscriptions of \$25,207 accounted for 97% of 2016 income. This was \$6,302 higher than 2015, mainly because of completing the realignment of membership renewals to the 1st of July.

Bank interest of \$562 was \$136 (24%) less than 2015 due to lower interest rates.

Expenditure

Expenditure was \$2,327 (11%) higher than 2015. USA Remittances for Memberships and NMRA Magazine subscriptions are our largest annual cost. In 2016 they cost \$14,774 (64% of total expenditure) and were \$965 higher than 2015, again mainly from completing the realignment of membership renewals to the 1st of July. A remittance of \$237 was also made for Standards Gauges which members later purchased.

Other major 2016 expenditure items and variations from 2015 were:

- \$1,719 on Insurance, \$221 (11%) lower;
- \$1,026 on Membership Administration, \$200 (24%) higher due to increased postage costs;
- \$949 on Banking costs, \$114 (14%) higher due to increased credit card related fees;
- \$643 on Convention costs, \$643 higher partly due to 2017 Adelaide dinner deposit;
- \$638 on Internet costs, \$529 (560%) higher for 1 Jul 13 – 30 Jun 16 web hosting;
- \$484 on ARC Meeting costs, \$313 (39%) lower due to part year effect of changing audio conferencing provider;
- \$1,951 on Miscellaneous including Trophies & Awards, \$749 (63%) higher mainly due to the 2015 accounts audit (\$455) and 2022 NMRA National Convention Bid (\$589). More details are in the Notes to the Financial Statements.

Bank Accounts

On 31 December 2016 the cash available in our National Australia Bank Cheque, Cash Manager and Term Deposit accounts was \$35,109.

Tax

NMRA Inc is now liable for income tax if our annual taxable income is \$417 or more. A Tax File Number application will be lodged with the Australian Taxation Office shortly. Our first tax return for the 2016 financial year will be lodged after the Tax File Number is advised.

John Gillies  
Treasurer, NMRA AR

1 March, 2017



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

**DECLARATION BY THE COMMITTEE**

**FOR THE YEAR ENDED 31<sup>st</sup> DECEMBER, 2016**

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, 2016 and the performance of the Association for the year ended on that date;
2. have been prepared and presented in accordance with the requirements of the New South Wales Associations Incorporation Act 2009 No. 7 and the Associations Incorporations Regulations 2016; and
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:

David O'Hearn

PRESIDENT

Dated this 20th Day of February, 2017

John Gillies

TREASURER

NATIONAL MODEL RAILROAD ASSOCIATION INC.  
AUSTRALASIAN REGION

STATEMENT OF FINANCIAL POSITION  
AS AT 31st DECEMBER, 2016

	NOTES	2016	2015
		\$	\$
<b>ASSETS</b>			
Cash at Bank - Cheque Account		11,280.97	6,759.63
Cash at Bank - Cash Management Account		7,718.96	5,725.59
Interest Bearing Term Deposit		20,000.00	20,000.00
<b>TOTAL ASSETS</b>		<u>38,999.93</u>	<u>32,485.22</u>
<b>LIABILITIES</b>			
Cheques Payable		306.81	0.00
MasterCard Payable		415.75	186.78
Funds Held on Behalf of Narrow Gauge Convention		3,168.67	
Funds Held on Behalf of Division 2		0.00	270.00
<b>TOTAL LIABILITIES</b>		<u>3,891.23</u>	<u>456.78</u>
<b>NET ASSETS</b>		<u>35,108.70</u>	<u>32,028.44</u>
<b>ACCUMULATED EQUITY</b>			
Opening Balance - 1st January, 2016		32,028.44	31,930.03
Add: Operating Surplus/(Deficit)		3,080.26	98.41
<b>TOTAL ACCUMULATED EQUITY - 31st December, 2016</b>		<u>35,108.70</u>	<u>32,028.44</u>

NATIONAL MODEL RAILROAD ASSOCIATION INC.  
AUSTRALASIAN REGION

STATEMENT OF RECEIPTS AND PAYMENTS  
FOR THE YEAR ENDING 31st DECEMBER, 2016

	2016	2015
	\$	\$
<b>INCOME</b>		
Membership Fees	25,207.50	18,805.40
Donations	0.00	1,112.50
Bank Interest	562.02	697.73
Convention Income	0.00	0.00
Name Badge Sales	0.00	10.00
Miscellaneous	264.60	0.00
<b>TOTAL INCOME</b>	<u>26,034.12</u>	<u>20,725.63</u>
<b>EXPENDITURE</b>		
NMRA USA Remittances	15,010.58	13,818.24
Public Liability & Property Insurance	1,719.26	1,940.63
Miscellaneous including Trophies & Awards	1,950.90	1,201.80
Membership Administration	1,025.84	825.27
Convention Costs	643.38	0.00
International Transaction Fees for NMRA USA Remittances	450.33	414.55
Credit Card Merchant Fees	390.64	310.80
Bank Charges & Fees	108.00	110.00
ARC Meeting Costs	483.76	797.32
Travel Expenses	0.00	340.00
Achievement Program Costs	188.02	286.00
MainLine Printing & Postage	38.16	165.88
Internet Costs	639.44	109.99
Postage, Copying & Stationery	195.75	108.74
NSW Government Compliance	100.00	119.00
Promotion	0.00	79.00
Name Badge Sales	10.00	0.00
Library Costs	0.00	0.00
<b>TOTAL EXPENDITURE</b>	<u>22,953.86</u>	<u>20,627.22</u>
<b>NET SURPLUS FOR THE YEAR ENDED 31st DECEMBER, 2016</b>	<u>3,080.26</u>	<u>98.41</u>
<b>ADD ACCUMULATED EQUITY - as at 1st January, 2016</b>	<u>32,028.44</u>	<u>31,930.03</u>
<b>ACCUMULATED EQUITY - as at 31st December, 2016</b>	<u>35,108.70</u>	<u>32,028.44</u>

**National Model Railroad Association Inc  
Australasian Region**

**Notes to the Financial Statement of Receipts and  
Payments for the Year Ending 31st December, 2016**

**End of Financial Year Adjustments**

**Income**

**Note 1: Miscellaneous** income was reduced by \$3,151.67 to reflect funds donated by the now disbanded Australian Narrow Gauge Convention Inc which now belong to "Narrow Gauge Convention" and not the NMRA Inc (AR). This accords with the Memorandum of Understanding between Australian Narrow Gauge Convention Inc and NMRA Inc (AR).

On 31 Dec 16 funding of \$3,168.87 was held in trust for "Narrow Gauge Convention" in the NMRA Inc (AR) NAB Cash Manager account. This represents the \$3,151.67 donated by Australian Narrow Gauge Convention Inc and accrued bank interest of \$17.00 since the funds were deposited in the Cash Manager account on 27 Jun 16.

**Note 2: Miscellaneous** income was reduced by \$17.00 to correct a data input error in the 2016 Accounts file relating to the \$17.00 of accrued bank interest resulting from the \$3,151.67 donated by Australasian Narrow Gauge Convention Inc and held in trust by NMRA Inc (AR).

**Expenditure**

**Note 3: Postage, Copying & Stationery** expenditure was reduced by \$588.95 and **Miscellaneous incl Trophies & Awards** expenditure was correspondingly increased by \$588.95 to more appropriately record the one-off nature of the 2022 NMRA National Convention Bid costs.

**Note 4: Miscellaneous incl Trophies & Awards** expenditure was reduced by \$270.00 belonging to Division 2 and held in the NMRA AR Cheque account that was returned to Division 2 on 17 Mar 16. This funding should not have been recorded in the NMRA Inc (AR) accounts.

**Details of Specific Expenditure Items**

**ARC Meeting Costs**

\$483.76 was spent on this item in 2016.

Telstra iVision discontinued the MyConference audio service used by the ARC for its audio conference meetings on 18 Jun 16. After a market evaluation of audio conferencing services, Chorus Call Australia was selected by the ARC as the most cost effective and suitable provider to replace Telstra. It was estimated that the change to Chorus Call Australia would reduce costs by at least 50% when compared with Telstra costs and this has been the case as shown on the following page. Please note that the number of ARC meeting participants and meeting duration times are usually different, so the average costs for Telstra and Chorus Call ARC meetings are provided for comparative purposes only.

**2016 ARC Meetings & Costs**

Telstra iVision MyConference audio service:	
19 Jan 16 ARC meeting	\$152.26
22 Mar 16 ARC meeting	\$90.57
17 Apr 16 2022 NMRA National Convention Bid evaluation	\$85.32
10 May 16 ARC meeting	not <u>invoiced</u>
Sub-Total Telstra iVision MyConference	<u>\$328.15</u>
Average cost for 3 meetings paid for in 2016	\$109.38

Chorus Call Australia audio service:	
28 Jun 16 ARC meeting (\$26.08 not charged iaw account terms)	\$0.00
9 Aug 16 ARC meeting	\$29.85
27 Sep 16 ARC meeting	\$56.30
25 Oct 16 ARC meeting	\$19.21
6 Dec 16 ARC meeting	\$50.25
Sub-Total Chorus Call Australia	<u>\$155.61</u>
Average cost for 4 meetings paid for in 2016	\$38.90

**Miscellaneous incl Trophies & Awards**

\$1,950.90 was spent on this item in 2016 as follows:

**Miscellaneous:** \$455.00 for the 2015 Accounts audit; and  
**Trophies & Awards:** \$1,495.90 for 5 x Hopkins/Bone Awards, 1 x 50 Year Plaque, 10 x 25 Year Awards and 101 x 2017 Meeting Host Plaques

This expenditure item is being split into two separate Miscellaneous and Trophies & Awards items from the beginning of 2017 so that the one-off nature of Miscellaneous items is given increased visibility. This was one of several changes agreed by the ARC on 7 Feb 17 to the simplify the NMRA AR accounts structure and highlight income tax related items.

**Convention Costs**

\$843.38 was spent on this item in 2016 as follows:

**2016 Berowra Convention:** \$143.38 for the Rick Shoup & John Baker Awards, 8 clinic presenter small plaques and 5 participation plaques; and  
**2017 Adelaide Convention:** \$500.00 for the dinner deposit.

The 2015 and 2016 Regional Conventions were managed by Division 7, however no sharing of the resultant revenue between NMRA Inc (AR) and Division 7 had taken place by the end of 2016. The 2015 Ettalong Beach Convention resulted in a deficit of \$18.34 as recorded in last year's notes, while the 2016 Berowra Convention cost \$2,532.14 and generated income of \$3,905.03 which resulted in a \$1,372.89 surplus.

The recently agreed revenue split for the 2015 and 2016 Conventions between Division 7 and NMRA Inc (AR) will see \$1,042.99 recorded in the 2017 income accounts. Division 7 has retained surplus lanyards for future use.



# Achievement Program Report for AGM 2017

In the last 12 months things have gone a little quiet in the Achievement Program.

There have been 21 AP Certificates awarded and two Golden Spikes. These are spread over Divisions 1, 4, 5, 6, 7, 8, and 9.

There were Three Master Model Railroaders Awards in that time these were:-

- 578 - Max Wright in Adelaide,
- 580 - John Parker on the Central Coast
- 582 - Allan Hayes in Brisbane

Congratulations to these gentlemen.

Late last year we lost the Assist AP Manager for Division 7 – He returned the US of A. John Parker MMR has stepped up and taken over the position.

Regards

Gerry Hopkins MMR #177 FNMRA

## Now online at [www.nmra.org](http://www.nmra.org)

The first three EduTRAIN clinic presentations have been posted to the members section of the NMRA website. To download these presentations, log in to the NMRA website as a member, click on “EDUCATION” at the top of the screen. Click on “EduTRAIN” on the drop down menu, and then “EduTRAIN Clinics” in the blue box on the right side of the screen. The clinics include scenery strategy, modelling slate roofs, and signals.



### 2016 ARC Meetings & Costs

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The recently agreed revenue split for the 2015 and 2016 Conventions between Division 7 and NMRA Inc (AR) will see \$1,042.99 recorded in the 2017 income accounts. Division 7 has retained surplus lanyards for future use.

## Membership Report AGM 11/03/2017

The member count at the end of the 2016 year was 658 compared with 677 the year before, 2015.

This means the net loss of members was 19. Five members passed away. As at today, there are 668 members.

In 2016 we had 61 new members compared to 74 in 2015. So far in 2016 we have 15 new members compared to 14 in the same period in 2015. 14 of the 15 are in Div 1, Queensland.

Div	Area	Basic	Basic + Mag	Family Member	Life Member	Overseas	Total	% of 668 Membership
01	QLD	215	14	20	6		255	38
02	ACT	26	3	2	1		32	5
03	VIC, TAS	39	11	4	4		58	9
04	WA	4	3		2		9	1
05	NZ	7	11	1	4		23	3
06	SA	33	6	2			41	6
07	NSW	129	31	10	7		177	26
08	Nthn Rivers	30	3	2	1		36	5
09	Taree	32	3				35	5
99	Other					2	2	0

We have 9 Divisions. We have eleven 100% clubs, 6 in Queensland and 5 in NSW. They have 256 members, comprising 38% of our membership.

Club	No Members
Action Model Railway Club	9
Central Coast Wednesday Night Model Railway Club	31
Caloundra District Model Railway Association	19
Coffs Harbour Railway Modellers	15
Toowoomba Model Railway Club	48
Ipswich Model Railway Club	11
Logan District Model Railway Club	45
Midwest Model Railroad Club (Sydney)	6
Miniature Train Club, Gold Coast	27
Northern Rivers Model Railroaders	14
Taree & District Model Railway Club	31

Erik Bennett  
Membership Officer  
NMRA Australasian  
Region

## Mid Year Meeting of the NMRA 2017

Report by the Pacific Director Mike Bartlett

A number of matters were dealt with during the meeting.

After a lengthy discussion it was agreed that the dues would increase by \$3.00, effective from September this year. This increase only effects continental USA and not our Region.

As all members would know the NMRA has been negotiating with the California State Railway Museum regarding a display by the NMRA at Sacramento. This matter has dragged on for many years and seems no closer to resolution. The Board approved a motion that if no signed agreement concerning the Gallery Exhibit was received by July 15th this year, the project would be withdrawn.

The magazine, which a number of members receive in the region, has run at a loss recently. A committee has been set up to assess magazine production in a cheaper form or the reduction of issues to bimonthly or quarterly in an effort to reduce costs. The committee is to report by the yearly meeting in August.

We have all heard about LCC and its advantages. Members will be pleased to know that several manufacturers are starting to provide LCC products. The NMRA Magazine and Railroad Model Craftsman have been running ads and will have LCC articles shortly.

There will be a new electronic publication called the NMRA Turntable which will include links to digital publications which should be of interest to members.

Many members will be surprised to know that the HO track gauge we have been using for decades is 12 inches out of scale and is too narrow. It was agreed that the 'A' dimension in the S-7 Clearance be changed to 8 feet so that it agrees with the American Railways Engineers Association clearance diagrams presented in their 1938 manual. The NMRA will have a new stamping made.



# Resetting DCC decoders

Ron Gager Originally published by NMRA British Region @ October 2015

DCC offers the opportunity to customise each loco to your preferences. However, there may come a time when you need to reset to the manufacturer's original settings. This guide is intended as a quick reference to help you.

## How to use this guide.

From the attached chart identify the manufacturer then change the CV's as shown

ID (CV8)	Maker	Reset CV and value to enter
11	NCE	CV30 enter 2
27	MTH	CV8 enter 8
36	DCC Concepts	CV8 enter 2 or 8
40	Kato	CV8 enter 8
48	Hornby	CV8 enter 1
65	Bachmann	CV8 enter 8
99	Lenz	CV8 enter 33
101	Bachmann	CV8 enter 33
113	QSI	See Notes 1 & 2
L27	Atlas	CV8 enter 99
I29	Digitrax	CV8 enter 8
132	ZTC	CV8 enter 8
L4L	DSX, Soundtraxx Tsunami, DSDLC,	CV8 enter 1 OR CV30 enter 2
143	MRC	CV125 enter 1
L45	Zimo	CV8 enter 8
151	Soundtraxx, Loksound (ESU),	CV8 enter 8
153	Train Control Systems	CV8 enter 2

159	LGB	CV55 enter 55
L73	Arnold, Rivarossi	CV8 enter 8

## Sound locos

With decoders custom loaded with sounds by yourself or any subsequent sound inserter, such as Zimo, Digitrax, ESU, CT and others, a factory reset may damage the sounds requiring it to be "re-blown". If the sounds inserter did not set his own defaults a factory reset will re-set to the original decoder maker's defaults and sound will be lost. Most sound inserting firms will set their own default values creating no such problem. See their documentation.

Tsunamis require the loco to be set on a powered track after resetting to complete the process, after which lights flash 16 times. if you don't see that, reset is not completed.

Highly recommended is "DecoderPro", a free download, which stores settings so they can be replaced. Many say they would not even touch a sound loco without DecoderPro. With some sound locos, lights or horn operating may indicate your success.

**NOTE 1** Broadway, Atlas, Proto 2000 and Lifelike and any others and also sound steer cars (see Note 2) using QSI sound may use a "magnetic wand" which activates a reed relay in the body to reset. Some have a removable hatch on the body, inside which is a jumper wire plug to disconnect and then replace as part of the procedure. See user manual. Or, QSI and Tsunami may need a booster on the programming track.

**NOTE 2** If the reed relay reset fails in Broadway's sound steer/ hog/chicken cars which use QSI the decoder can be accessed using running number/address 03 and reset by setting CV49 = 128, CV50 = 255, and CV56 = 113. It is suggested that you leave these cars as address 03. This works for Atlas Gold Locos with QSI sound but may need doing in OPS mode. If you are Digitrax or Lenz that means doing so on the main. Otherwise try using the manual reset for analogue users with the magnetic wand with at least 10 volts applied to the track/wheels to work. Volume is altered by repeatedly operating or shorting out the reed relay.

## Disclaimer

While every effort has been made to ensure the accuracy of this information DCC manufacturers may change their specification sat any time. As such neither the author nor NMRA BR can be held responsible for any errors or omissions or any damage caused or loss suffered as a consequence of the use of the contents of this card. If in any doubt you are strongly advised to visit the website or otherwise contact the manufacturers for the latest information on your specific decoder,

# Arkham & Vermont Railway

Jesse Brisbane Division One

My *Arkham & Vermont Railway* is a two-foot gauge common carrier railroad operating (mostly) in the alternative Massachusetts of H.P. Lovecraft's imagination in 1925. It is based largely on the prototype *Waterville, Wiscasset & Farmington Railway* in Maine, with sundry additions from the other Maine Two-footers. It is modelled in On30 (O scale rolling stock running on HO gauge 16.5 mm track). This is somewhat wider than the scale track gauge, but the ease of using HO trucks, mechanisms, and so on outweighs the inaccuracy. I had already started on the layout when *Bachmann* brought out their wonderful Forneys, which sealed the deal. Track is hand laid code 70. Code 70 rail in O scale is a close representation of the prototype 35lb rail. I also use Kadee #5 couplers (which are actually S scale) because in O scale they are roughly the size of the ¾ MCB couplers used by the Two-footers. Control is by an ancient Digitrax Chief system, supplemented by later throttles. I use Fast Tracks equipment, but not the turnout jigs. I use their Twist-Ties turnout templates instead, so I can build curved and overlapping turnouts to fit. Turnout control is digital – you use your digit to move the Caboose Industries 220S switch stand which have a built in switch to control frog polarity, and are sprung.

The layout is being built in two phases. Phase one is the branch line terminus at the port of *Innsmouth*. It is not yet complete (what layout ever is?), but it is close. There are only a couple of things still to be built, a few electrical gremlins to be extirpated, and a further scattering of details to be added. *Innsmouth* is a river port loosely based on *Wiscasset* in Maine. The most obvious resemblance is the trestle over the mudflats. There is also a Maine-style covered station (somewhat anachronistic for 1925), and models of the turntable at Albion and the Kingsfield engine house. Other features include a fisherman's co-op and fish wharf, a cargo wharf, and various supporting businesses. In keeping with H.P. Lovecraft's description, there are few if any animals, and an unusual proliferation of motor cars for the time. Most structures are modelled as being built from timber and shingled or tarpapered, to give a uniform, back-woods feel to the town. Separating *Innsmouth* proper from the rest of the layout is a stretch of countryside with forest, marshland, and a waterfall. There is also a country cemetery and a typical Down East lighthouse.

Phase two is the city of *Arkham*. It features the city station, some of the industrial area of the city, and the wye where the *Innsmouth* branch splits off from the main line to points west. *Arkham* has barely begun construction. *Arkham* is set in winter, in contrast to *Innsmouth's*



A scene on Jess Brisbane's  
*Arkham and Vermont Railway*

early summer. Key scenes that I have planned so far are a city-spanning viaduct, the main station/company office building, a standard gauge interchange track, and an ice house. Next to the ice house will be a frozen pond with an ice harvesting scene. In order to emphasise the big city feel, most structures are masonry and the important ones have slate roofs.

I am more a modeller than an operator, so operations will be quite unsophisticated. In the main, they will consist of making up a train at one end of the layout, taking it to the other end, and breaking it up. This will then be repeated ad lib. In some ways, *Arkham* could be considered a detailed fiddle yard for *Innsmouth*, though it will have switching opportunities of its own. Since I have sound-equipped locos, all train movements will be accompanied by the appropriate whistle signals. Switching moves will be expected to include time for the brakemen to uncouple and couple cars, connect air hoses, throw switches and walk to where they need to be.

More information on the layout can be found on Jess' blog:

<https://arkhamandvermont.wordpress.com>

# The 2017 New Zealand Garden Railway Convention

February 4-6, 2017 Philip Sharp

By all reasonable measures, the 2017 New Zealand Garden Railway Convention was a success. There were 80 attendees, including 14 from Australia and three from America, a wide variety of layouts and locomotives on display, good food, good conversation and fine weather.

The convention was hosted by the Auckland G Scale Society and used the Papakura RSA in South Auckland as the base. Most of the convention time was spent on a tour of eleven layouts in the greater Auckland area. The tour was not just about viewing layouts. A barbeque and clinic were held at the last layout on Saturday, and the lunches and morning teas for all three days were at properties on the tour.

Despite most of the time being spent on tour, the RSA was well used. The conference dinner and after dinner talk were at the RSA. There was a sales table, a display table and two layouts. One layout was that of the Auckland G Scale Society. The other was a six metre automated layout with a single tram going to and fro. This was displayed by Lloyd Dickens of the Wairarapa Garden Railway Group.

This was my first Garden Railway convention and I found the layouts differed from the smaller scale indoor layouts in several ways. The scenery was less detailed, there was less emphasis on operations, and greater emphasis on the locomotives, with live steam the buzz area.

## Saturday, 4<sup>th</sup> February

We gathered at the Papakura RSA and split into two groups to eliminate the crowding at the first two layouts for the day. One group went to Carl William's layout and the other to Ray

Williams' layout. The timetable was arranged so that the two groups would overlap at Ray's layout for morning tea.

My first layout was Carl William's. This was the first time Carl had opened his layout for display and few of us had seen it. There is a mixed urban and farming scene on the deck, an out and back mainline between the palm trees and the wooden fence in the background, and a branch line that runs out the right side of the photograph and across the wooden steps of the deck. The track for this branch line is recessed into the wooden step to help ensure the track is not damaged by people walking on it.

Carl runs LGB locomotives and this permits Carl to use small radii on his layout. And as happens on many garden railways, Carl runs short trains. This enables him to have steep ruling gradients.

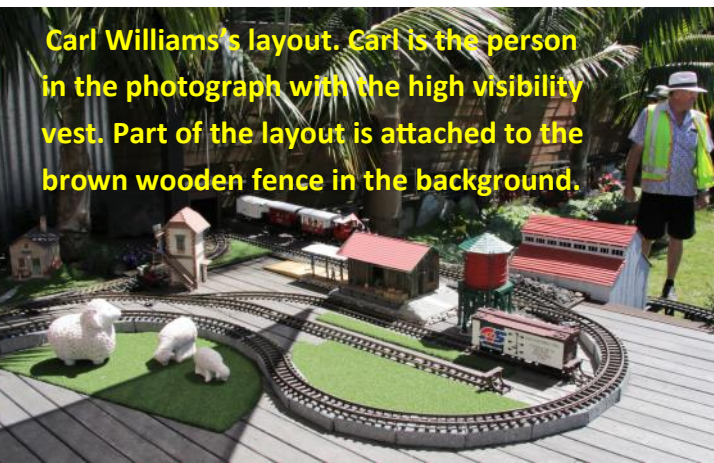
Next was Ray William's layout. This is very much a work in progress. Ray's layout is more rustic than Carl's and the radii are far larger. The layout consists of a mainline in the shape of a 400 metre track and a three track yard. Some visitors ran their trains on the layout.



The third layout for the day was the Stuarttown Railway of John Reinecke. Photograph 3 shows a live steam Russell pulling a short train. The visit to John's layout also saw the inaugural appearance of Michael Hilliar's scratch built 7/8" scale live steam locomotive. A distinctive feature of the Stuarttown Railway is partly hidden scaled people and African animals.



Carl Williams' layout. Carl is the person in the photograph with the high visibility vest. Part of the layout is attached to the brown wooden fence in the background.



Williams' layout. The timetable was arranged so that the two groups would overlap at Ray's layout for morning tea.

My first layout was Carl William's. This was the first time Carl had opened his layout for display and few of us had seen it. There is a mixed urban and farming scene on

Lunch was at John's place. The organizing committee were unsure if there would be enough room for 80 people to have lunch; this concern proved unfounded.

The last layout for Saturday was Tim Auld's. His property is out in the country and this gave him ample space to build his layout. The visit to Tim's layout included a barbeque and a one hour clinic by Bruce Cropper on hand laying tracks and turnouts. The centre piece of Bruce's clinic was an economical facing point lock, which Bruce had designed and then built over three weeks .



I organized the barbeque and it did not go entirely to plan. The barbeque was catered by an Auckland company. Tim's property is difficult to find and I had emailed the company driving directions. These directions were used by another company who delivered tables and chairs for the barbeque. The chefs for the barbeque attempted to find Tim's property using their GPS rather than using my directions and became lost. Fortunately, I was waiting on the main road and they stopped to ask me for directions!

### Sunday, 5<sup>th</sup> February

The next morning we met at the Papakura RSA and divided into two groups. One group went to John Boyson's property south of Auckland and the other group to Pete Witheridge's layout not far from John's. Both groups overlapped at Pete's property for morning tea.

John had recently moved into a new house and has all of the bottom floor and part of the section outside for his hobbies. He does not have a garden layout as yet. Downstairs he has part of one layout and several models of bridges and viaducts. Among these is a model of the Auchtertyre Viaduct on the West Highland Railway in Scotland John gave a presentation on how he meticulously constructed the viaduct. One point he made is that while the track

on the bridge is curved, the bridge is not, being made of three straight segments.

Shade was at a premium at the next layout. Pete Witheridge has a mostly raised layout up to 1.2 metres wide (Photograph 7). He had recently reduced the ruling gradient in a cutting and the number of turnouts. One feature of Pete's layout that generated interest was the locking mechanism he had for a lift up bridge that gives access to the layout. The mechanism was simple and appeared robust.

Next it was Michael Hillar's layout and lunch. Michael's layout consists of a largish loop with two small yards diametrically opposite one another. One yard is in a shed and is used to store rolling stock. The layout includes a 13 foot long trestle bridge, part of which can be removed to give access to the interior of the loop. Photograph 8 shows one-third of the layout. The shed is in the background behind the gazebo.



The last layout of the day was Hendrik Dorbeck's. This is a long layout that consists of main line and a branch line. The two are connected by a large two loop spiral (Photograph 9). Except for the spiral, the tracks are attached to the boundary fences. There are several industries scattered along the main line but Hendrik does not run operating sessions. Hendrik also had a fine collection of rolling stock on display.

The spiral on Hendrick Dorbeck's layout.



That evening we gathered at the RSA for the conference dinner and after dinner talk. This talk was given by Alan Verry from the Railway Enthusiasts Society of New Zealand. He spoke about the society and its running of steam excursions throughout New Zealand.

#### Monday, 6<sup>th</sup> February

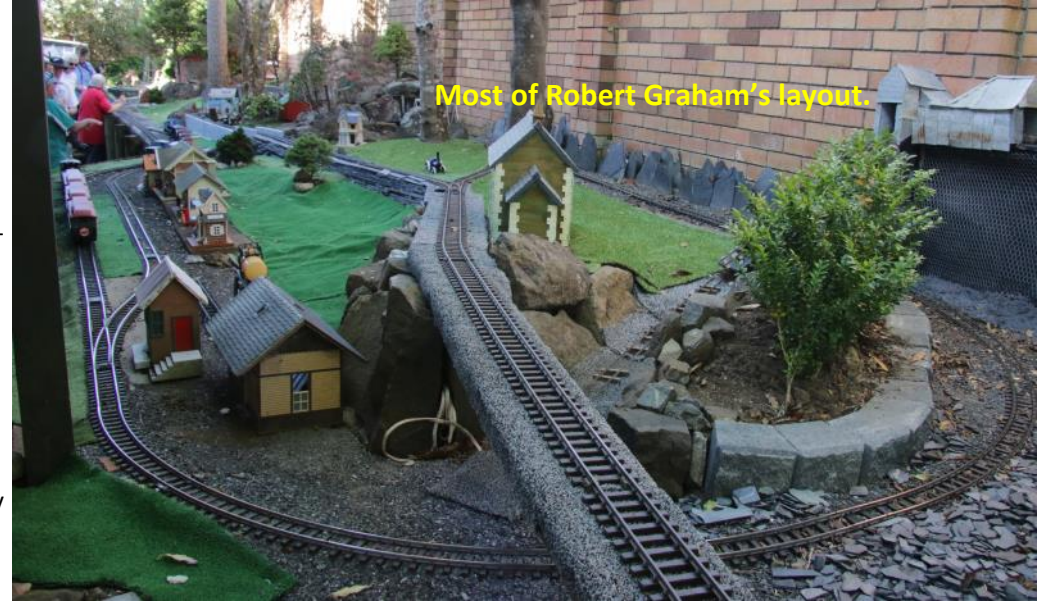
Unlike Saturday and Sunday, we did not split into two

groups for the first two layouts on Monday – we all went to Robert Graham's layout. This is along one fence and is over two metres from front to back. There is a mainline and a branch line. The layout includes twelve inches to the foot trees of a wide range of sizes. Morning tea was at Robert's property.

Next was Hugh Keal's layout. This is in a picturesque bush setting alongside the house. Hugh has achieved an interesting arrangement of tracks in limited width by using curves with small radii, typically 750 mm. Hugh found it necessary to do some earthworks to ensure the ruling gradient was acceptable.

The last layout on the tour was Derek Cooper's. This is another long layout. It is mostly single track and consists of a large main loop and a branch line that ends with a reversing loop. Photograph 12 shows a turntable on the layout. Lunch was served partway through the visit. Near the end of lunch Simon Sharp, president of the Auckland G Scale Society, thanked the attendees and organizing committee for a very successful convention and closed the convention.

#### Final remarks



Garden Railways is a niche hobby and hosting a national convention is a financial gamble. Fortunately for the Auckland G Scale Society, the convention was well attended and the convention costs were covered.

I found the weather a little too hot for three days of touring outdoor layouts. In contrast, some visitors from Australia found the Auckland temperatures a welcome relief from the very high temperature they had left.

The next New Zealand Garden Railway Convention will be 2019 in the Wellington Region and could possibly be jointly hosted by the Wellington and Wairarapa Garden Railway Groups.

#### Acknowledgements

Except where noted all photographs were supplied by Lloyd Dickens of the Wairarapa Garden Railway Group.



# “Mod podge”, funny name, great water effects

Charles Page Division One

*Mod Podge Crafts products: glue, sealer and finish that is trusted by crafters everywhere for their most treasured crafts and project ideas! The ultimate in all-in-one convenience.*

When I decided to remodel a section of scenery to give a home to my lighthouse, I initially thought that I would use the same ‘water’ technique that I’d used on the Cassett Bay harbour and some ponds, clear resin.

However I’ve never been completely satisfied with that result, ripple free surfaces are fine for a pond, but a harbour that is open to the sea is rarely flat. I’d also tried to create a polluted waterway by painting the bottom with browns and greys; it just didn’t work. A few years ago I used Woodland Scenics water effects to add some wave etc. I got the waves but overall it was still rubbish.

So when I came to my new project I went looking for other techniques. I found one modeller who used toilet paper soaked in glue that he then pushed and prodded to create the waves and ripples, then when it dried, painted it and then applied many layers of gloss. The results were surprisingly good but too much work.

I found another modeller who used a product that I’d not heard of, Mod Podge to create ripples on a river, just one coat required. I bought some gloss (not the matte) at an art store. The base of the harbour is MDF so I sealed it and then turned my attention to the base colour. Of course the colour of the sea is incredibly varied, dependent on so many factors. I wasn’t going to repeat my previous approach so I decided on green. I had the colour in my mind but I couldn’t find a tube of green that suited, so I resorted to mixing black and yellow and that gave me what I wanted. Two coats on the base and it’s ready for the Mod Podge. I actually think that this material is very similar to the Woodland Scenics product. I poured some out and started working with a 10mm brush. Mod Podge is a milky colour so it’s easy to see the waves/ripples being created, once left for a few hours it dries clear and glossy with the green showing through, a great result. If only the Cassett Bay harbour looked as good.

This experience prompted me to actually think of pulling Cassett Bay out, but when I created it years ago I had set the wharves and some boats into the resin; not a recommended approach.

However difficult it may be something had to be done, there was no way I could live with such poor scenery now that I had a comparison.

I actually had the hammer in my hand when the ‘want a coffee’ call came. I often find that

removal from the problem prompts inspiration, during that break I began to wonder if my green paint would stick to a resin surface. It did! So I painted it, of course the paint dries matte so it initially looked very odd. But then the Mod Podge brought it to life, even the waves that I’d tried to rescue it with actually contributed to the result. After it dried I used a small roller with white paint to accentuate a slight choppy-ness, - at last it looked like a harbour open to the sea. For the first week or so I would go down to the layout expecting to see the Mod Podge peeled back like hair curls. It’s been a few months now and it’s still in place, so I’m confident it has worked.

I do have a couple of ponds on the layout and the resin is perfect for them, but for anything that requires waves or ripples, Mod Podge is brilliant, despite its funny name.





## Division One Highlights

As usual, the first meeting of the year was held at Eddie Stavleu's place. Eddie's is becoming a little cramped but for a good reason. Work on his layout is progressing and there is a lot of bench work, etc. on the floor these days.

As an apology was received from Martyn Jenkins, Laurie McLean ably chaired the meeting for the day. Laurie's first pleasant duty was to present Arthur Hayes with certificates for the following :

- Model Railroad Author
- Chief Dispatcher

Then as this completed his requirements for the top Award; Arthur was presented with his certificate for Master Model Railroader as No. 543. We congratulate Arthur for his achievements and it is fitting that a modeller of long and revered standing should be so recognised. Even more so as Arthur models Australian prototypes.

Next Laurie presented Charles Clarke with the Glen Stevens Award, our division's most prestigious award, for his services to the Division. Congratulations Charles.

Edie Stavleu has made considerable progress on his HO<sub>n</sub>3.5 layout representing the QR Cleveland Branch. His models of early railmotors and his PB15 steam loco and fine scale buildings with tin roofs and roof trusses made from to represent 3' x 2' timbers are most impressive.

SHOW AND TELL this month was started by Rob McLearn who detailed an alternative method to wire Tortoise slow motion point motors using an 8 pin receptacle in lieu of soldering all wires to the motor connections. Rob modifies the 8 pin receptacle (found in many USA sites) by fitting a styrene strip on each end of the unit to ensure that the connector only uses the correct 6 pins. Rob also displayed and commented on his Tangent G A - 1917 8000 gallon tank car which has circumferential rivet lines moulded into the tank. (just what the "rivet counters" wanted!) This was followed with a Gorre & Daphetid box car which had something to do with Andy Sperandeo and a C & E "War Bonds" box car which is fitted with a "Viking" roof.

This was followed by Bob Cuffe who explained his conversion of an old Athearn "Blue Box" PA1 from a Sante Fe livery into a proto typical Rio Grande unit which involved many hours of styrene modelling to get it to a prototypical standard. This involved many hours of painstaking work to produce - an excellent model.

Ken Leith then unveiled his "Rapido" Southern Pacific SP10 RDC which he had just received after a 2 year wait. This model has unmatched underbody detailing showing piping, conduits and components as well as DCC control of coach lights, number boards, all lights and sound. A quality product.

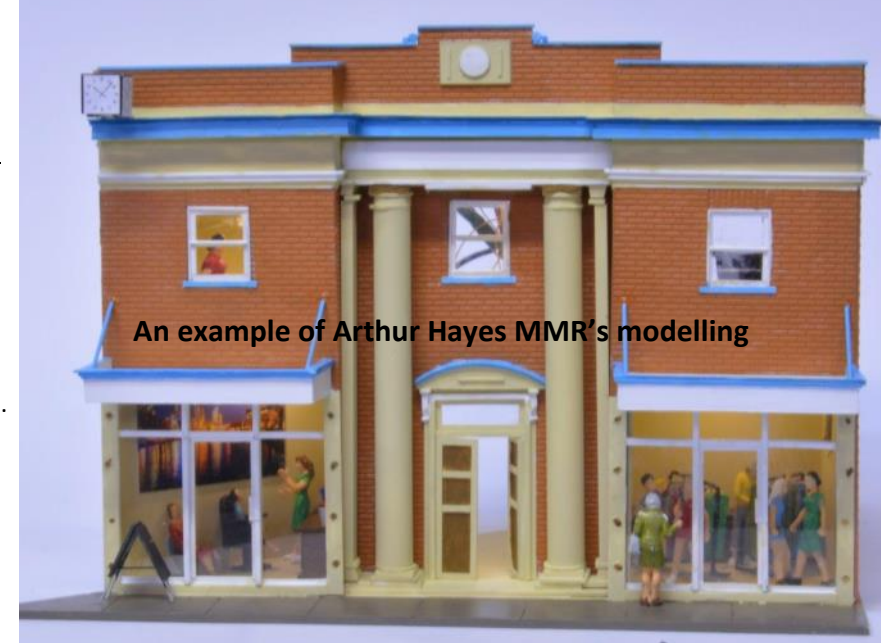
Thanks to Bob Cuffe and Les Ellen for this meeting report.

### Meeting At Arthur Hayes'

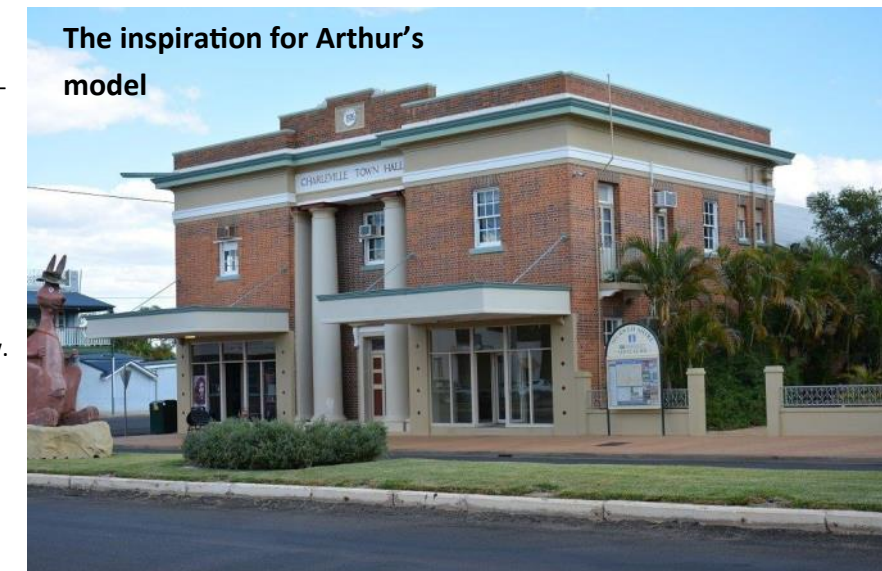
There was a very good turnout to the meeting at Arthur Hayes on 18<sup>th</sup> March. No doubt modellers were attracted to a layout of Australian prototype and one particularly well done with excellent scenery and operational prospects.

Martyn Jenkins presided over the formal part of the meeting. Martyn presented our host-Arthur Hayes with his MMR framed certificate to good applause. The proof of his worthiness was but a few steps away in the train room.

Arthur put on a great lunch and then we were fortunate that Arthur explained from his QR working experiences how the system of "Shunt Trains" worked in Queensland. This was an unannounced Clinic in a way and an interesting one at that. We were all supplied with a print-out with which we could follow how this system worked and this was accompanied with replica freight cards that gave train crews the information they needed to ensure that the right wagon was delivered to the right siding. Arthur also pointed out the methods used to decide where in a train certain wagons would be situated. While they were usually placed so that they could be dropped off with the minimum of moves, their position in a train also maximised the safety and comfort of the train crew.



### The inspiration for Arthur's model



## Division Two Highlights

The February meeting was hosted by Stephen Walker on the north side of Canberra. We had sixteen members at the meeting. I am sure I can speak for everyone by saying that we all enjoyed both the conversation and the delicious afternoon tea! Many thanks to Steve and his wife, Lorraine.

As Div. 2 Superintendent Dion Koch was unable to attend, John Gillies filled in with his report from the recent ARC meeting. John advised that both the Australasian Region and Div 2 were in a sound financial position. Membership fees would remain the same for 2017.

Div. 2 is exhibiting Stephe Jitts' *Old Sydney* layout at the Kaleen exhibition on the weekend of the 25th and 26th March. A roster of operators will be created and some operational training will be required beforehand.

Host, Stephen Walker, models the Burlington Northern in N scale. After the formalities of the meeting, there was a beeline into the layout room.

Ross Balderson started proceedings with his N scale steam tram and carriages. The tiny tram even has a DCC chip inside. Ross had one of the trams in action on a small test track built by Steve Currie. The tram is powered by a bogie from a *Badger Bits* 48 class locomotive. The body is made from a home-produced brass etch. Ross also makes the decals. As the photo at right suggests, the body and the mechanism are very small indeed.



Ross Balderson's N scale steam tram and trailers

Jess Brisbane showed us her latest O scale building—Arkham station. The building is made with a shell surrounded by styrene brick sheet (Boston red bricks). Tichy window castings round out the building. The photo shows the building after a dusting of snow which is based on a photo Jess has of the prototype.

Jack Childs gave us a demonstration of his motorised Walthers turntable. Jack constructed the mechanism himself using some gearing and an Arduino to drive a stepper motor, giving precise turntable road indexing in 15 degree increments. Jack has written and submitted an article for AMRM about how he built the mechanism — look out for that.



Jess Brisbane's Arkham station building



Jack Childs's motorised turntable

BN 6350 is on its way to pick up its train from the yard (Photo: S. O'Brien).



# Division Four Highlights

Our February meeting was held on a pleasant Sunday afternoon at Rod Tonkin's place in the wilds of Perth's Northern suburbs.

Peter told us he had ordered more G gauge rolling stock and it was in transit from the other side of the large pond to our east,

Alan showed us the two tone grey coaches he has acquired to haul behind his Union Pacific 4-8-4.



Alan's two tone grey coaches

Rod showed us one of the advantages of turning seventy, his birthday present an OO scale model of de-streamlined ex LMS pacific 46247 "City of Liverpool".



Rod's BR 46247 as delivered i.e. clean

As you can see from the photos it was still clean at the February meeting but this was rectified by the March meeting.



Rod's BR 46247 in character on AMRA WA's "Haltwhistle" layout.

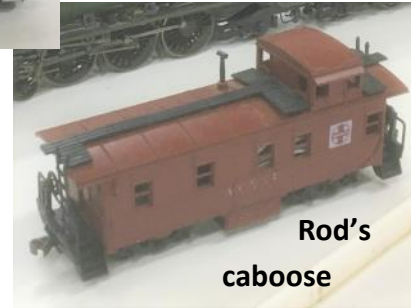
We met at AMRA WA's Club rooms in March. We finalised the arrangement of our model locomotive performance contest display of the June exhibition.

During show and tell Alan showed us the photo of the locomotive he has ordered to haul his dome car train.



Peter's Genset locomotive

Peter brought along his Genset locomotive to give it a run on a large layout. Rod showed us progress on redetailing a Santa Fe 1900 series caboose and his now weathered "City of Liverpool"



Rod's caboose

In the train room Peter's Genset model was given a work out hauling a string of heavyweight coaches around AMRA WA's "Swan View" layout. Rod's "City of Liverpool" effortlessly hauled a eight coach sleeper train over the two percent grades of AMRA WA's "Haltwhistle" layout.



Alan and Peter setting up Peter's Genset loco for a run in the "Swan View" layout staging yard



## Division Six Highlights



Division six members at the formal part of the meeting

Only a dozen members could make it to Peter Jackson MMR's place Saturday 11th March, 2017; but what we lacked in numbers we more than made up for with enthusiasm.

Ray Applebee reported on the SIG preparation for the Adelaide Model Rail Exhibition in June. Everything is in

hand. A fault has been found in the layout turntable reversing function. Replacement parts are on their way.

Ray Brownbill reported that AP activity is a bit quiet at the moment, but was able to present Max with his major plaque for his MMR.

John Prattis reported that arrangements for the Convention in September are well under way. He had some posters which were printed by Office Works in A3 for members to give to likely places of business.

Rev. Dr. Vern Cracknell MMR presented the results of his membership of LGB and showed an excellent carriage he won as

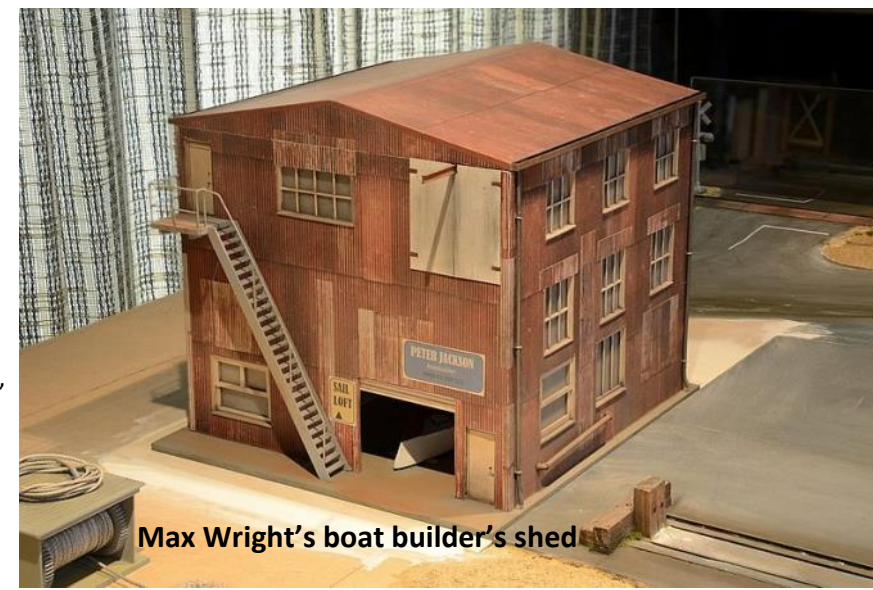
second prize in their competition.

Peter Jackson MMR showed his new Easy DCC wireless controllers and other devices for making his layout even more interesting, including an LED tea light used for a campfire and his latest in uncoupling devices.

Max WRIGHT MMR showed his newly completed scratch building of a boat builder's/sailmaker's premises.

Peter then presented afternoon tea with some delicious scones and cake and then half the group adjourned to Peter's studio to marvel at his superb layout; while the other half of the group had a tutorial with Max on the latest in servo control. After a half an hour, the groups changed over.

All in all, a very enjoyable and informative afternoon.



Max Wright's boat builder's shed



Ray presenting Max with his MMR plaque



A scene on Peter's On3 layout

The members of Division 6 gathered at the Highbury Hotel at noon on Saturday 8<sup>th</sup> April, 2017 for a very enjoyable lunch and monthly meeting. <https://www.highburyhotel.com.au/>



Division Six's pre meeting munch up

Ray Brownbill was an apology, so no AP report was rendered. John Prattis gave a verbal report about the Convention in September. All is progressing according to plan. Ray Applebee reported progress on preparations for AMRE in the SIG. Hutch presented the new DVD mentioned in an earlier report by Ray Brownbill.

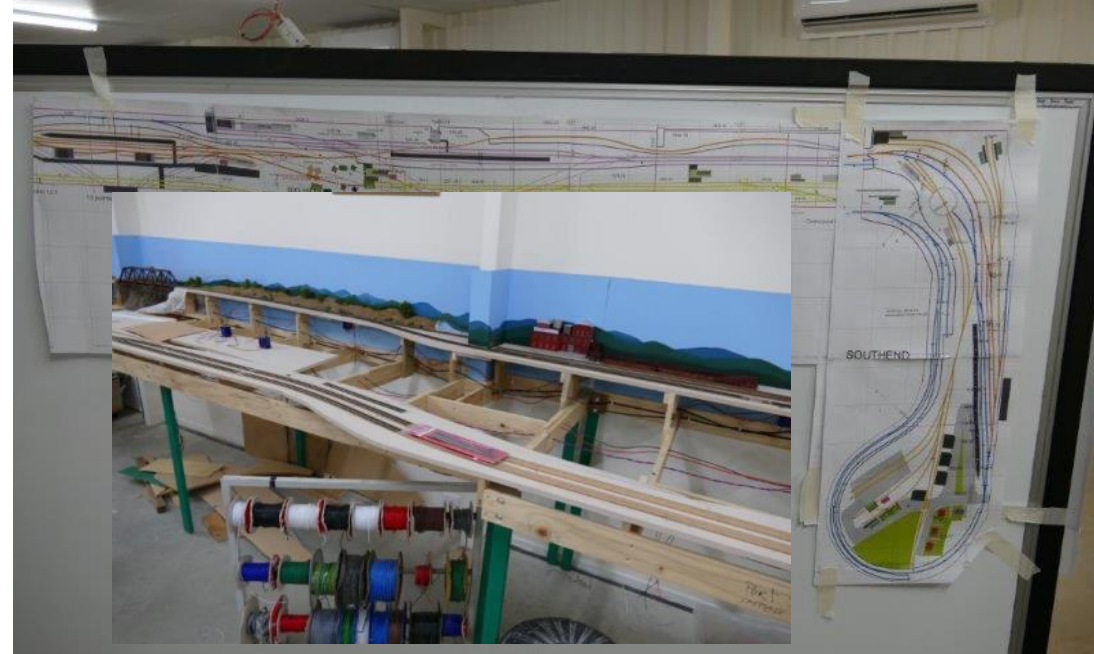


Vern's water column

Show and tell consisted of a Certificate which had been presented to the NMRA Div 6 by the SA Chamber of Manufacturers Inc concerning the Royal Adelaide Exhibition of 1963. It was presented by Ken House and was a Certificate of Merit for Model railway Rolling Stock. Max agreed to make further enquiries about it and keep it in the files for the time being. Vern Cracknell MMR presented a water column in G scale, constructed from irrigation fittings.

At 2.00 p.m., everyone adjourned to the clubrooms of the SA Railway Modellers' Association, where an enjoyable afternoon was had inspecting the new clubrooms and the new layout work in progress.

Photographs courtesy of Michael Robinson.



## Coming Events



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**Enquiries: (07) 4638 1408  
Website: [www.ddmrc.com.au](http://www.ddmrc.com.au)  
Email: [info-ddmrc@ddmrc.com.au](mailto:info-ddmrc@ddmrc.com.au)**

**Admission: Adults \$12.00, Pension/Tertiary \$10.00 (subject to suitable ID)  
unaccompanied children \$4.00**

**Accompanied Pre-School and School Age Children FREE**

## 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

## Division Four's 2017

### Model Locomotive

### Performance Contest

The contest will take place at the 2017 AMRA WA Branch's Perth Model Train Exhibition. on the 3rd, 4th and 5th of June 2017.

Entry to the contest will be free to modellers attending the exhibition.

The contest is open at 16.5 mm gauge models up to 500 mm long. .

There will be a prize for the best performing model and prizes for the best performing models entered by junior (under twelve) modellers. The prizes will be presented at the June 2017 Division Four meeting.

**The 2017 Model  
Railway Exhibition  
June Long Weekend.  
June 3, 4 and 5.**

**Where: Claremont Show-  
grounds Exhibition Centre**

**Opening Times: Saturday and Sunday - 0900-1630,  
Monday - 0900-1600**



## Division Four



## Coming Conventions



### 15th N Scale Convention

7th – 10th September 2017

#### Modelling Competition

Locomotive	Kit built or Modified kit
Locomotive	RTR Modified
Locomotive	Scratch built
Rolling Stock	RTR / Kit Modified
Rolling Stock	Scratch built
Structure / Non-rail Vehicle	Scratch built
Structure / Non-rail Vehicle	Kit Built or Modified Kit
Diorama	
T-Track Module	

Entry Forms for the Modelling Competition will be available through the web site early 2017



Photo courtesy Gavin Thrum

### Torrens Valley Christian School 1227 Grand Junction Road HOPE VAL



Convention Registration Fee	\$80.00
Members	\$75.00
Non-members early registration to 20.08.17	\$70.00
Members - early registration until 20.08.17	\$65.00
Family member (each)	\$10.00
Operating Sessions (39 positions)	\$3.00
3 Course dinner (excluding drinks)	\$30.00

# Prototype Observations

## Darr River Bridge upgrade.

Arthur Hayes MMR

The Darr River is about 33 kilometres north-west of Longreach at Morella on the line to Winton. The Central West Line reached Morella on the 21<sup>st</sup> of June 1926 and was open to Winton on the 29<sup>th</sup> of September 1928.



Upgraded Darr River overflow Bridge

Most bridges on the line were the traditional QR type timber trestle bridge. The line west of Bogantungan east of Longreach was a "B" class line of 10 ton axle load. In the early diesel era the line was limited to 60 T locomotives.

In the mid 90's the line was upgraded to "A" class (15.75 t axle load) making the line available to main line 93 t locomotives. This upgrade on the Central West Line allowed trains travelling to and from Winton to be worked with the same locomotive from Rockhampton or Brisbane eliminating the need to change locomotives.

Bridges on the line was one area requiring major work in the upgrade. Bridges were strengthened by adding extra timber and piers. The photos show some of the methods used to strengthen the Darr River overflow bridge.



Box frame under corbel



Extra Piles added to trestle bent