

MainLine

The Journal of NMRA Australasian Region

Volume 34 Number 4 July August 2017



NMRA Australasian Region Directory

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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

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Content submissions

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Publish date on web

20 December 2017

Cover photo

David Latham MMR's kit bashed HO Scale Santa Fe Baldwin built DT6-6-2000. Photo by the author

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President's Thoughts

Welcome to this edition of the electronic MainLine.

This edition we welcome a new 100% Club to the Australasian Region. The Wide Bay-Burnett Model Railway Club from the Bundaberg Region in QLD. Elsewhere in this MainLine edition there should be a write-up on the history of this Club.

Since the last edition of MainLine we have lost two great modellers and MMRs in the Region. Garth Fraser MMR from Div 1 in QLD and John Diamond from Div 7 in Sydney. We trust both are running the big layout upstairs.

The Adelaide Convention is approaching fast. If you were ever thinking of visiting Adelaide, September is the best time so that you can enjoy the best model railroading and hospitality that Division 6 can offer.

The next NMRA Elections (from the USA) that we are invited to vote in will be in February 2018. The positions and slate of candidates are:

President: Pete Magoun (Note that Charlie Getz cannot stand again as he has served his two terms).

Vice President-Administration: Clark Kooning or John Stevens. (John Stevens is the current incumbent).

Pacific District Director: Peter Burrows, Dion Koch or Robert Peterson. (Note that Mike Bartlett has served two terms and cannot re-stand).

Have you used the Members-Only section of the US web site www.nmra.org ? It now has an online model railroad directory so you can check out areas you are visiting in Australia or overseas and see if there are any layout that can be visited. This is a very useful benefit of your NMRA membership.

Until next time, enjoy your modelling.

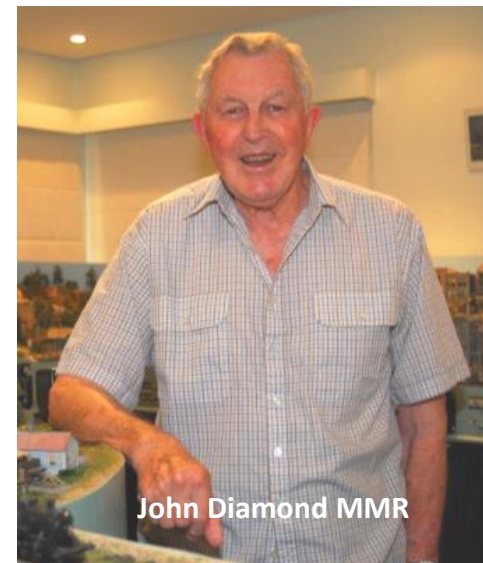
David O'Hearn

AR President

6 August 2017



Garth Fraser MMR



John Diamond MMR

THE NEW
NMRA MODEL
RAILROAD DIRECTORY
IS NOW **ONLINE** **and**
READY TO USE!

Now whether you're at home or traveling, you can contact other NMRA members for a layout tour, to talk trains, or even to join in an op session! There are maps, descriptions, photos, videos, and more. And it's only available to NMRA members.

Visit www.nmra.org, log in as a member, and click on "Model RR Directory" to see layouts in your area or to list your own layout (as long as it's an operating home or garden railroad).
Join in the fun!



We make it more fun!

EXPLANATORY NOTES

By popular request a new “all in one” sanction form has been developed and replaces all previous forms. This form may be found on our NMRA web site at

www.nmra.org.au/forms/forms.html.

There are basically two situations we need to capture for insurance purposes and these are represented by the first two tick boxes. The proposed event you are asking to be covered by Public Liability Insurance (PLI) will either be held at a venue hosted by you (or your Division, Club or SIG) or at a venue hosted (organised) by another group or company e.g. an AMRA exhibition or Bunnings Store.

The third box is a subset of the second situation and is there so we can get some statistics on layouts being exhibited by individuals, Divisions, Clubs and SIGS. Here are some examples of the kind of situations we are seeing and which box should be ticked.

- Div 6 is hosting a Regional Convention in a venue they have hired. Tick box 1.
- A 100% club is hosting an exhibition in a venue they lease or own. Tick box 1.
- A 100% Club is running a sausage sizzle at Bunnings to raise funds for their club. Tick box 2.
- Div 7 is running a Kid’s Clinic at an exhibition hosted by Epping MRC. Tick box 2.
- A 100% Club is taking a layout to an exhibition organised by AMRA. Tick box 3.
- A member is taking a layout to an exhibition organised by a non NMRA group. Tick box 3.

Note 1 - When hosting a venue in premises you own, lease or hire, make sure organisations and/or merchants you invite to attend have their own PLI. See also the following guidelines.

Note 2 – When exhibiting a layout or conducting a display/clinic/sausage sizzle at an exhibition/venue hosted by others, you may be asked to demonstrate you have PLI cover. Some venue owners may ask to be notarised on our PLI documents. In these cases please include this in your sanction request so we can have this done and/or provide you with a certificate of cover.

Important – please fill out the form clearly and **provide a return email address** so we can notify you of acceptance or (in rare cases) rejection. The shaded box at the bottom of the form is for the Secretary to complete so we can ensure we have acknowledged and record your request.

A summary of all requests applied for in the periods between ARC meetings are presented at each ARC meeting and form part of the minutes. This ensures all requests are formally acknowledged by the Association for PLI purposes and ARC members get an overall view of how the Association is being promoted across the nation.

Peter Burrows Secretary NMRA (AR)

NMRA (AR) SANCTION APPLICATION FOR DIVISIONS, 100% CLUBS & SIGS



- ☐ **HOSTING AN EXHIBITION, CONVENTION OR FUND RAISER**
- ☐ **CONDUCTING A NON-LAYOUT DISPLAY, CLINIC OR FUND RAISER AT AN EVENT OR VENUE HOSTED BY OTHERS**
- ☐ **CONDUCTING A LAYOUT DISPLAY AT AN EVENT OR VENUE HOSTED BY OTHERS**

Please tick the box adjacent the circumstance best matching your activity.

The NMRA (AR) will sanction Divisions, 100% Clubs and Special Interest Groups (SIGS) for Public Liability Insurance (PLI) purposes for the above activities provided the Division, Club, SIG or Individual undertake that the following conditions will be strictly adhered to. These rules are not proposed to be show stoppers but are to ensure the event falls under the NMRA (AR) umbrella (to ensure PLI cover).

1. When hosting an exhibition or convention, place the NMRA (AR) logo on all exhibition/convention advertising, web sites, ticketing and associated correspondence.
2. Display an NMRA (AR) Banner or Sign in a prominent position. Note that signage can be provided by the NMRA (AR) upon application to the Division Superintendent.
3. Be responsible for the maintenance of their layout (if exhibiting a layout) and keep the display or fundraising space in a clean and tidy condition.
4. Comply with the Venue Manager’s safety and other requirements.

Please fill out the information below and return to secretary@nmra.org.au (preferred) or post to Secretary NMRA AR c/o 45 Karingi St. Ettalong Beach NSW 2257

I / we will abide by the terms listed above. PLEASE NOTE: Write clearly.

| | |
|--|--|
| _____ Name of Organisation or Layout | _____ Exhibition/Convention Name |
| _____ Name of Applicant or layout owner | _____ Date of Exhibition/Convention |
| _____ Signed | _____ Date |
| _____ Email Address for response | _____ Division |

| | |
|--|-------------------------------|
| ARC use only | |
| Approved/Rejected by | Responded to Applicant(s) and |
| Copied to Div Super/...../..... (date) | |

Editor's Musings

When I was an NMRA member in the 1960s the annual member's directory listed every members address and modelling scale. Legislated privacy requirements prohibit publication of such a document these days. The newly announced NMRA Members Model Railroad Directory located on the NMRA web site provides a way for members to contact fellow members and comply with the privacy laws.

I took part in the system tests. My layout "Martindale Creek" was one of the initial listings in the NMRA Members Layout Directory. To date I've only posted a description of the layout and its track plan. As the attached announcement shows I'm at liberty to update my layouts listing.

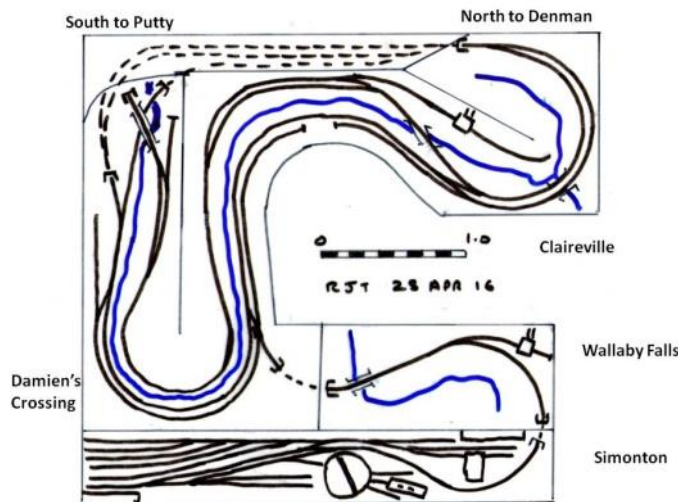
My layouts listing is as follows.

Rod Tonkin's Martindale Creek (HO)

Perth WA 6026

Australia

The layout occupies a walled in two car carport. The layout measures twelve feet by ten feet six inches. The layout has walk around, walk in no stoop access
The line represents a section of a north / south privately owned bridge line set in Eastern Australia. The line forms part of a privately owned rail network across eastern Australia. Power pooling and access agreements provide a variety of motive power over the line.



When are we going to see your layout listed?

New NMRA Member

Model Railroad Directory

Launches

The NMRA is excited to announce the launch of our newest member benefit, the Model Railroad Directory!

Have you ever been curious if there are NMRA member layouts near you that you could visit? Ever been on vacation and wondered if there are any layouts nearby? Ever wanted to talk to other modelers about a different scale than the one you're modelling in or a particular prototype you're interested in? Want to attend an op session, but not sure if there are any close by? Well, these questions and more can now be easily answered right from the Members Only section of our website, www.nmra.org.

Thanks to a group of dedicated volunteers, NMRA members have access to our new Model Railroad Directory, where you can search for layouts based on location, scale, railroad and other descriptions, as well as add your own layout to the Directory (as long as it is an operating home or garden railroad). Members can even include their own websites, photos, videos, and much more.

To access the Model Railroad Directory, visit www.nmra.org, log-in to the Members Only section of the site, click on "Member Home," and then on "Model RR Directory." Once there, you will have all the information you need to search for layouts or add your own. Who knows what you might find just down the road from you? We urge you to join in the fun and connect with your fellow NMRA members!

By Christina Ganzer Zambri

NMRA Marketing Consultant



Resetting DCC decoders

Ron Gager 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 | CVB enter B |
| 48 | Hornby | CV8 enter I |
| 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 I 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 aspart 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 specifications at 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,

Queensland Railways “S” Wagons.

Arthur Hayes MMR

Various railways around the world have/had platform/flat top wagons fitted with bolsters which used stanchions/pegs to keep the load on the wagon. Chains are generally used to secure the load during transit.

The plans for these wagons on Queensland Railways called the wagons, timber wagons. At first QR had 3 types, “Q” class wagon – 4 wheeled, “R” class wagon – 6 wheeled, and “S” class wagon – 8 wheeled. All having a 5 ton axle load. By the early 60’s only “S” wagon remained on the network. These wagon were all timber construction with bar frame bogies. Steel plates were added to the top of the bolster to assist with ware. Stanchions were steel and could be removed from the bolster, but not from the wagon. A short length of chain attached the stanchion to the bolster. All bolsters also had chain with a screw turn buckle to secure the load.

Loads:- As the title suggests the wagons carried timber. Most wagons I observed carried logs to sawmills, generally the logs were free of bark. The wagons were also used to carry departmental materials for bridges, piles, girders, braces etc. Other long items were also carried on the wagons, poles, steel beams etc. The Goods and Livestock Rates Book allowed a 1½ ton over load on these wagons. There was also a minimum charge for timber/logs subject to length of the product. Most wagons carrying timber/logs were weight on wagon weight bridges in transit so charges could be added to invoices. If the wagons could not be weighted, the logs were measured and an estimated weight was worked out using Hoppus measurements. SR wagons were mainly used to convey 40’ lengths of rail.

Conversions:-

“S” wagons were modified to carry water “SW” class, pineapples “SP” class, sleepers “SS” class, motor vehicles, cars, caravans, trailers etc, “SM”, “SMC”, “SMS”, “SML”, later around 1978 these wagons were changed to “M” class. Some “S” wagons had tanks fitted for molasses and kept their “S” classification. The tanks varied in size and shape with capacity between 1850 and 2000 gallons.

Some “SJ” wagons carried 5T cement bins and were classed “SBC” wagons. A couple had tanks fitted to convey water, class “SJW”. Most SJ modifications were for molasses keeping their “SJ” classification. Tanks of various size and shape were fixed to the wagon, capacity of the tanks were between 1920 and 3279 gallons. Many had the timber floors removed to al-

low more product to be carried.

Some of these wagons worked around the Brisbane area conveying molasses to Beenleigh and Normanby distilleries. The Beenleigh distillery was a couple miles south of the station, loaded wagons were placed in the morning and the empty were picked up early evening. On the evening shunt it was quite common for the crew to sample the overproof product. From stories I heard sitting in the Gabba boardroom at night, not all drivers came home on the footplate. These wagons are marked “Beenleigh Rum – that’s the spirit”. The Normanby distillery was at Strathpine on the western banks of the South Pine River behind the current site of the Westfield Shopping centre. A small branch line left Strathpine station, crossed over Gympie Road and ran along the side of Mecklem Street. That is just out the front of where Railway Modellers of Queensland Club hold their exhibitions. Before the line was strengthened in 1942 to take locomotives, horses, bullocks, and later tractors would pull the wagons across Gympie Road. Both distillery’s ceased using rail in the mid to late 60’s. S and SJ wagons were also used to carry molasses from sugar mills in the Townsville area, it was difficult to find any two wagons the same. HJ wagons minus sides/floors fitted with tanks were used in the Mackay area, these tanks were much more uniform than the Townsville bunch.

The table gives an overview of Queensland Railways “S” wagons

| Class | Wheels | Size | # Bolsters | Tare | Carry | Bogies | QR Plan |
|-------|--------|--------------|------------|--------|---------|-----------|---------|
| SG | 4 | 20’ x 8’ | 3 | 5T 17c | 10T 3c | Grover | 192 |
| S | 8 | 19’ x6’ 4” | 2 | 7T 9c | 12T 11c | 4’ BF | |
| S | 8 | 19’7” x 7’6” | 3 | 6T 3c | 13T 17c | 4’ BF | |
| S | 8 | 26’ x 6’ 4” | 3 | 6T | 13T | 4” BF | 191 |
| S | 8 | 26’ x 7’6” | 3 | 7T | 13T | 4’ BF | |
| S | 8 | 30’ x 7’6” | 4 | 7T 15c | 12T 5c | 4’ BF | 190/188 |
| S | 8 | 30’ x 6’ 4” | 3 | 6T 15c | 13T 5c | 4’ BF | |
| S | 8 | 30’ x 7’ 6” | 4 | 7T | 13T | 4’ BF | |
| S | 8 | 30’ x 6’ 6” | 3 | 6T 17c | 13T 3c | 4’ BF | |
| S | 8 | 30’ x 6’6” | 3 | 7T 2c | 12T 18c | 4’ BF | |
| S | 8 | 32’ x 8’ | 4 | 8T 15c | 11T 5c | 4’ BF | 189 |
| S | 8 | 32’ x 7’6” | 3 | 7T 8c | 12T 12c | 4’ BF | |
| SJ | 8 | 27’ x 7’6” | 3 | 7T 9c | 24T 11c | 5’ BF (a) | |
| SJ | 8 | 32’ x 7’ 9” | 4 | 10.5T | 21.5 T | 5’ BF (b) | 193 |
| SR | 8 | 42’ x 7’ 9” | 4 | 11.5 T | 20.5T | 5’ BF (a) | 194 |



Models:- All up I have five “S” wagons on the layout, 2 by 26’ long, 2 by 30’ long and one at 32’ long. The wagons are all scratch build using styrene and run on “Caintode Flats” CFB 2 bogies. An article on building timber framed wagons for the 2008 Modelling the Railways of Queensland Convention is on the MRQC website www.qldrailheritage.com/mrqc. It contains various photos of S wagons and an underframe plan. Of late I don’t have a lot of detail under a wagon, I’m only added detail that you can see when the wagon is on the track, not when it is upside down. I like to add a bit of plumber’s lead sheet between the sole bars on platform wagons. The brake cylinder is glued into the lead sheeting. Given I shunt a lot which involves pushing and pulling strings of wagons, I like my 8 wheeled wagons to be about 50 grams.

Two wagons are loaded with logs. The logs were from branches cut from a tree overhanging the back fence. The bark was removed before being cut to size. A 26’ wagon is loaded with timber. The timber load was made from 1 mm thick balsa cut into strips and loaded onto the wagon. A breeze free area is recommended for this exercise, don’t sneeze or you will start over again??. The other 26’ wagon is loaded with four 18’ bridge girders made from 5mm dowel. The final wagon is conveying a bondwood hut. These hut were made to be transported from site to site and consisted of 2 side, 2 ends, 2 floor sections, and 2 roof/ceiling sections. The hut parts were made from styrene.



Modelling a HO Scale Baldwin DT6-6-2000

David Latham



A real DT-6-2000

MMR

This article describes my kit bash/scratch building project to model in HO scale one of the seven ATSF DT6-6-2000 transfer/switchers manufactured by Baldwin from 1948 to 1950.

First a little history. After WW2 the American railroads needed more power to shift the ever increasing freight loads of the country as it expanded domestically. However, the engineers union demanded a crew for every locomotive used. During switching duties, if the railroad needed more power, locos were doubled which meant twice the workforce and twice the wages. To combat this problem, many of the railroads wanted to basically place two power plants into one carbody. Baldwin listened and the DT6-6-2000 was born with twin 606SC 6cyl 1000hp turbo diesel engines in one long chassis. It was, however, a short-lived concept as power from single engines increased and became more efficient. A total of 45 units were built; roads who bought these locos included Elgin, Joliet & Eastern (26) St. Louis SW (1) Duluth, South Shore & Atlantic (4) Minneapolis, Northfield & Southern (5), Trona (2) and the ATSF (6 plus a demonstrator which was sold to ATSF in 1950).

Photos of these monsters appear in the book Santa Fe Locomotives Vol.1 by Cynthia Priest. I didn't need one of these locos but I certainly wanted one! Many years have passed since I first saw the photos and in late 2015 I began to research the intended project. There were no manufactured models to copy so the obvious place to start was models of Baldwin locos which shared similar shape and designs. The AS-616 fitted the bill pretty well and models are made by Bowser, decorated for several roads and in undec. I scoured the parts lists on their website, did my bit of quantity surveying and ordered the parts necessary through

North Model Railroad Supplies. (David was a big help with all this). I ordered an undec DCC/sound (ESU LokSound Select) model, spare shell and walkway and many assorted parts.

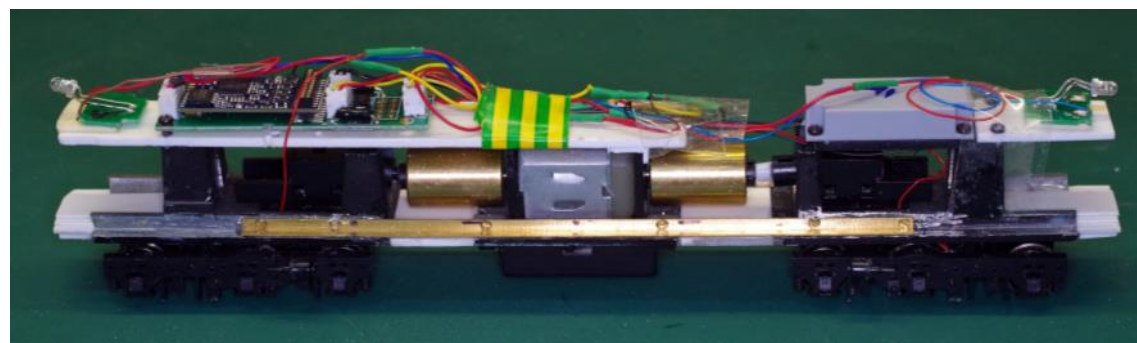


The basis of David's model

I scanned and printed a copy of the shell and walkway so I could ascertain the best cut and paste positions. I found an excellent series of photos on Brasstrains.com which showed that the long hoods needed to be shorter in both the radiator and motor sections and on closer inspection, I also needed to shuffle various parts up and down. I also became aware that of ATSF's seven locos, numbered 2600 – 2606, none were identical twins. Of all the locos, I settled on 2602 because of the apparent ease of cutting and pasting. After a couple of months of internet research, the hoods, cab and walkways were cut and joined to match the required length and design. Extra height was added around the hoods' lower edge, the headlights were re-positioned and fuel tank skirts and fairings and coupler bolsters added.

The next stage was the chassis. Obviously, it was too short so it needed to be extended. The three sections (truck-motor-truck) were joined using brass angle and Araldite, making sure the overall wheelbase was correct and then further strengthened with small machine screws. To add to the complexity, the off-centre, six-wheel trucks needed to be reversed as the shorter wheelbase is nearer the fuel tank (not the end as on the AS616) and because of this, very short drive shafts had to be fashioned to fit between the motor's flywheels and gear towers.

The completed modified chassis and mecha-





The body prior to painting



Santa Fe 2602 in service
on David's layout

I made a styrene shelf for the decoder to sit on and attached the speaker into its place over the front truck and lengthened those wires that were too short. The electronics were tested using DecoderPro and all was well (sounds great too). It then occurred to me that the shell was sitting too high on the chassis so I had to 'mill' out the underside of the walkway but then my styrene reinforcing inside the shell was too thick so it needed to be thinned to accommodate the chassis workings. Who said this was going to be easy? Small pads were added to the ends of the chassis to 'catch' the couplers which would now hold the chassis and shell together.

Once I was satisfied with my 3-D jigsaw, I spray-painted the model with Floquil (out of production) SP Grey as a primer and checked and perfected all the joins. Two coats of Floquil Engine Black and GlossCoat, Microscale ATSF diesel zebra stripe decals (a patchwork as it turned out) and then DullCoat finished the shell. Installation of the lights and railings completed the model. The handrails in the Bowser kits were not prototypical for the model. I hunted for stanchions to support the brass handmade handrails. I found some brass Albion Alloys (British) 1x1x1mm channel (305mm long) which looked pretty good. I cut it to length, cut a groove in one end to accommodate the brass handrail then soldered them together using a jig. A pin was soldered near the other end of each stanchion to help it connect to the body's walkways and the four assemblies glued in place. The truck sideframes details were very fragile and broke from the constant handling and needed to be restored.

Several ladders and grab irons made from brass wire and were added. Installation of cabin windows and headlight inserts and a little dry-brush weathering completed the shell.

Both headlights (LEDs) were added to supports connected to the chassis and we were ready for action!! Whenever more time becomes available, I'll add crew members to the cabin and number board lights and some under-frame lighting. [\[see photo done\]](#)

During running on my layout it became obvious that around fairly tight curves (tighter than about 28 inch radius), there is some 'grinding' when the very short driveshafts rub on the flywheels and gearboxes. I think the only way to fix this is to remove the brass flywheels (or use shorter ones) and make longer drive shafts. DCC allows for gradual stopping and starting so this might be feasible.

This model was entertaining to build. From the research to layout running (about 2 years), it was always on my mind (between work and family commitments), trying to solve problems that always appeared, thinking of alternative ways of assembly. As far as I know, it is the only one of its kind in HO scale!

Thank you to David North for helping with finding shells and accessories, some photos of the prototype and the non-stop encouragement. Maybe he just wants to operate with it on my layout?

PS. I became dissatisfied with the running of the loco around the tightest curves. David North removed the flywheels using a homemade appliance and installed the longer driveshafts. I also added more weight (fishing sinkers) and combined, the improvement in performance was obvious and DCC tuning makes it even better.



Queensland Railways CC/CCB

Arthur Hayes MMR.

A few weeks ago I was going through my Model Railway cupboard/draws itemising kits / rolling stock to form an inventory of my gear.

I came across a plastic bag which contain various part of a "Caintode Flats" CCB wagon kit. The kit was not complete, I think someone had given it to me. I already have a CCB guard's van on the layout and don't require two for such a small layout. I thought about making it into a trackside workers hut, but the kit is too good for that.

After a bit more consideration I decided I would make a CC wagon by cutting off the guard's lookout and replacing it with scribed styrene. Checking a few plans, I found out that the end door had been moved inwards to fit the guard's lookout in, "Bugger", Guard's must of have had big backside in the early days.

QR plans call them Convertible Goods Wagons. John Armstrong book "Wooden Wagons of the Queensland Railways 1880 – 1980" covers both CC and CCB wagons. In short there were both 26' (5 doors) and 32' (6 doors) CC wagons that ran on the network. In holiday periods, seats were added they were used to carry passengers. All up about 80 wagons made up the CC class. Only 2 remained by 1940 which stuck around to 1958. Commissioner's Report 30th of June 1960 showed the class, but no wagons in service.

CCB vans were converted from CC wagons, both styles were used with about 28 being converted to vans. Commissioner's Report 30th June 1960 showed 10 still in service. The instructions for the CCB kit refers to John's book "Locomotives in the Tropics" Vol. 1 (Rev 1.) page 63. The photos shows a CCB at Cairns in 1965, the van even had electric lights and small passenger type bogies.

I recalled taking a photo of a CC wagon (photo attached) in Kuranda in 1979, it was being used as a camp wagon. I guess it was shown in the Commissioner's Reports as a service wagon. On the same trip to Cairns I walked the Townsville yard and photograph camp wagon CW 8 (photo attached) just out of the paint shop. This wagon showed all the haul marks as

being converted from a CC wagon. Plans suggest CW 8 was in a family of 5, CW 7 to CW 11.

Back to the kit, I liked the look of the open timbers on the end as in the kit, plus I liked some of the features on both wagons

Given "Westgate" is a freelance layout, the kit was made up to reflect a "Westgate Workshops" conversion of a CCB wagon into a Camp Wagon and reclassified CC. Who knows, it may have happened. ?????

Not sure if I would of enjoyed traveling in one as a passenger or living in one on the job away from home. All I can say is they must of been tough in them days.

Currently the "CC" Camp Wagon is part of a Bridge Gang moving camp. FG with portable shower, dunny, water tank, tool boxes, fuel etc. The "A" wagon for equipment/tools etc., one "S" wagon has a bond wood hut, and the second "S" wagon is carrying bridge girders. I guess I should have another wagon loaded with a section car and flat tops etc.



Staying True to Prototype

By Charles Page Division One

Ian Venables recently wrote an interesting article in the newsletter concerning those who model a prototype railroad and those who are seduced by locomotives from various railroads.

According to Ian I am a 'mighty modeller' because I have stayed with one prototype, the Pennsylvania Railroad. So I felt that I should respond so that my 'mightiness' can be placed into perspective.

Since the inception of model railroading, the prototype versus freelance debate has never gone away. There are of course pros and cons with each. I must say that I see a lot of advantages to modelling a freelance railroad, you are not confined to the overall infrastructure put in place by others. You become the one who decides what style of architecture will be used and of course motive power, colour schemes logos, etc. It has its appeal!

However if you are a 'mighty modeller' and stay with one prototype all is not lost when it comes to being tempted by 'foreign' motive power. There are ways of being able to add a little variety to your roster with locomotives from other roads.

There is leasing, purchases and testing that can validate these foreigners running on your prototype layout.

To use the PRR as an example, the following steam locos. (relevant to my era) were leased or bought by the PRR:

12 RF&P 2-8-4 and 4-8-4 locomotives leased,

Reading 4-8-4 locomotives leased,

C&O 2-10-4 for testing,

N&W 610 for testing. (was tested on the Broadway Limited),

N&W Y6bs leased,

N&W class A,

N&W Y3s purchased from the N&W,

12 Santa Fe 5011 class leased.

So far I have only acquired two of the above, a N&W Y3 and a Santa Fe 2-10-4.

I have modelled the Pennsylvania for a long time because I like the 'family' appearance of most of its huge fleet, which was a result of the standardising of components such as boilers etc. However I also enjoy that period in the 1940s when the usually conservative mechanical department went totally mad, made some very strange design decisions and then inexplica-

bly went on to build them.

I have a theory about what happened and it has to do with a Swiss Chemist, Albert Hofmann who in 1938 synthesized Lysergic acid diethylamide which we know as LSD. It surfaced in the US in the late 1930s/1940s about the same time these strange locomotives began appearing on the PRR. It seems the only explanation for their hallucinatory behaviour.

Two examples of the madness;

The S1 duplex passenger loco was so large that it could not negotiate the track clearances on most of the lines of the PRR system.

It was larger than a Big Boy.

The S1 L140ft 2 ½" and H16ft 6"

Big Boy L132ft 9 ¼" and H16ft 2 ½'

Fundamentally it was useless, as it couldn't always maintain traction, although unsubstantiated high speeds were claimed for it.

The Q1 duplex freight loco. A streamlined loco. with 77" drivers and the rear cylinders facing backwards under the firebox, which restricted the size of both, while the area near the firebox was dusty and hot which increased cylinder wear. During its short service life it spent more time in shops or the engine house than being run, accumulating only about 65,000 service miles.

However, I have a model of the Q1 and absolutely love it. The S1 has been modelled but it would take a large club layout with very broad curves for it to operate well and look realistic. I feel that it would look absurd even on my 48' radius curves.

Back in the 60s I saw an S1 model in a showcase full of brass models at the Model Dockyard in Melbourne. It looked like an elephant standing in a flock of sheep.

Pennsylvania Railroad S1 class 6-4-4-6



NMRA 2017

Convention Orlando Florida

Philip Sharp

Photos by Philip Sharp and Arthur Hayes MMR

Division 5 members Paul Hobbs, Mark Jackson and Philip Sharp, all from Auckland, attended the national convention in Orlando, Florida. This was Paul's thirty-first national convention. Mark and Philip's counts are more modest, two for both of them. Mark's first national convention was thirty years ago in Eugene, Portland, and Philip's was Highball 2016. By coincidence, the Eugene convention was the first national convention at which Paul gave a clinic.

Paul was busy in Orlando. He presented his popular clinics "Kadee Couplers – A Treatise" and "Forty-five years of Amtrak", the latter twice. He set up the electronics in the room for the silent auction, assisted Clark Kooning shopping for materials for the Modelling with the Masters program, and spelled Leslie Eaton on her *Ask the MMR* booth at the National Train Show. Paul also participated in a hands-on Arduino clinic and an OpSig session, went on the tours of Amtrak's Autotrain terminus at Sanford and the Kennedy Space Centre, and attended the convention banquet.

Mark went on the Sunland Local and Silver Meteor layout tours and the tour of the Florida Rail Museum. He also made good use of the National Train Show on Friday and Sunday to add to his roster of rolling stock. The half-day Sunland Local tour visited three club layouts, one N scale and two HO scale, all with full scenery and operational. The full-day Silver Meteor tour visited two HO layouts at the Browning Railway Museum in the morning, and a small HO layout and a large N scale layout in the afternoon. During the lunch break, the tour viewed and photographed Amtrak's Silver Meteor doing a station stop.

Philip presented the clinic "Introducing Switch lists: the easy, the hard, and the lessons learnt" twice, his first clinic at a national convention. He was in a team of five who judged the construction component of the models in the competition. The convention was also a chance for Philip to catch up with people he first met at Highball 2016 and to make new acquaintances. The latter included Arthur and Kerri Hayes.



Paul Hobbs presenting his Kadee couplers clinic



Philip Sharp helping judge contest models



Arthur Hayes inspecting a layout



One of the contest entries



An over view of the Conventions model train show

A new 100% NMRA Club

Wide Bay Burnett Model Railway Club

Stephen Reeves, President, Wide Bay Burnett Model Railway Club

The Wide Bay Burnett Model Railway Club (WBBMRC) is situated in Bundaberg, Queensland, the major regional centre of the Burnett region. The area is named after the Burnett River that flows through Bundaberg.

The club was established by a small number of like-minded model railway enthusiasts and was incorporated in July 2010 as the "Burnett Model Trains Social Club".

The Club formerly held committee meetings on a quarterly basis, using the Bundaberg Railway Museum, located in the former North Bundaberg Railway Station, as their venue.

The members got together in each other's homes to participate in running their own layouts. In 2014, then Club President, Graham Nicolson, proposed that the club organise and host a model train show to build funds for the club, display model trains to the public and potentially attract new members. I attended the initial show and was very impressed and subsequently became a member.

Due to the success, knowledge and experience gained in presenting the first show the club has continued to host the Bundaberg Model Train Expo annually. The show occurs in March, usually held on the third weekend. The club has now presented four shows, which have given us a solid reputation. It is the Northern-most show on the Queensland model train show circuit calendar. We typically host about 10 layout with a number of returning exhibitors combined with new displays. We also have a number of hobby trade stands, thus drawing serious model railway enthusiasts and those who simply enjoy seeing quality layouts as well.

In 2016 the committee welcomed Queensland Rail as a major sponsor, who supplied a travel voucher as a lucky door prize and promoted the event on their website and enticed visitors by offering discount return fares on the Rockhampton to Bundaberg Tilt Train, specifically for the show weekend.

In 2018 the show faces a new challenge as we relocate to a new venue, the Bundaberg Region Multi-use Sports and Community Centre, or Multiplex as it is known. We look forward to this change as the new location will be fully air conditioned, it being a brand new building.



**Wide Bay Burnett Model
Railway club's new home**

In 2015 the Bundaberg Regional Council invited expressions of interest for the use of the buildings on the old netball complex. The WBBMRC successfully applied for a permit to occupy two zones of the complex. The block building we occupy is the home for our N scale DC controlled layout "North Kogan", purchased by the club after its display at the initial Bundaberg Model Train Expo.



**Club open day October 2015 showing interior of the Club House
and Club N scale layout "North Kogan" in the foreground**



North Kogan on exhibition

We changed our name to recognise our members that live in the Wide Bay or Hervey Bay region, and to raise our profile by identifying us as a separate and unique organisation to the other model railway club in Bundaberg. At the end of 2016 the club successfully applied for a grant to order and purchase a specifically designed trailer to transport our current, and hopefully, future layouts to community events and other model railway shows. The trailer tailgate doubles as a ramp to move in and out the purpose built trolley onto which the layout modules will be loaded. This allows easy and reliable transport of the layout and provides an effective way of getting the layout in and out of sites.

Lastly, due to the obvious benefits, we considered becoming a 100% NMRA club. We have now all joined NMRA and look forward to enjoying NMRA membership and being part of the larger community of model railway, or railroad, enthusiasts in Australia and around the world.

If you're passing through Bundaberg in March please come to our show, or look us up, as you'd be most welcome!



Division One highlights

Elanora Library Presentation

We had 16 members of the public in attendance and all seemed to show interest into what we were talking about.

The library photocopied the first 3 modules of the NMRA Basic Skills Program and we compiled a "Want to know More" info page, also given to each of the attendees. A copy is attached for your information.

The overall session went for about one and a half hours. We had 3 presenters, each one conducting a module. Each module went for about 20 minutes with 10 minutes allowed for questions at the end of each module.

We set up 3 tables upon which we placed items, we felt pertinent to each module. Unfortunately we didn't photograph each table.

Advertising was minimal with support from a local weekly publication - Friday Flyer and the local over 60's group. Gold Coast City Libraries do produce a monthly booklet and our event appeared there. We placed details on our club's Face Book and Event Pages. We may have been able to do more but time was not on our side.

Since the event we have just posted onto both our club and the NMRA Face Book pages. Comments so far have been quite positive.

I guess the question is "Would we do it again?" The answer is yes and by conducting these type of events through a third person, in this case GCCC, we manage to get others involved in the promotion of the hobby as well.

Thanks to NMRA for your support and having the Basic Skills Program available.

Regards

Craig Thistlethwaite

For and on behalf of Miniature Train Club-Gold Coast Inc.



This photo shows N gauge is really small and G gauge is really large



The presentation in progress

Division Three Highlights

2017 March

The September meeting was held in Bacchus March situated on the Western Highway, west of Melbourne. A beaut day brought modellers from the Dandenong Ranges, east of Melbourne through to Skipton in the west and Geelong to the south. About 20 members turned up to view the new home of "Jackson's Creek." " This layout was built by Laurie Green and is now owned by Peter MacDonald.

Laurie Green was presented with NMRA 25 year membership award from our new Superintendent, Allan Ogden.

Selected railway related items on display:

Allan Ogden_7mm_90mm Challenge

Bob Thornton_16mm_ Diesel

Myra Thornton OO House

Paul Ritchie Trestle

Peter MacDonald On30 Brass VR Lever FRame

2017 April

The April was held out the home of Laurie and Rosemary Green located in Sunbury, north-west of Melbourne. People travelled from a far a field as Warrnambool, Geelong in the south-west and Mooroolbark near the Dandenong Ranges east of Melbourne. Most guests spent the day viewing many of Laurie's On30 structures and his new permanent layout.

Notable display items were:

Ron Welsh HOn30 NA Baldwin which has been re motored with a Mashima motor and NWSL gearbox.

Dan Pickard with his 90mm Challenge diorama

2017 June

The June meeting as held at Seaholme, a suburb south-west of Melbourne located on Port Phillip Bay. Around 18 people ventured out on a cold day from as far afield as Ballarat, Sun-



Laurie Green receiving his 25 years membership award



Division Three members enjoying the March meeting



Allan Ogden's 90 mm Challenge diorama

bury and Mooroolbark. Our host Allan and Ruth Ogden are the owners of

three O-16.5 layouts with Welsh themes. Two layouts, "Glyn Halt" & "Sparrow Hill", have done the rounds of the shows whilst the new layout is permanently set up in a shed.

Displays on offer were:

Allan Ogden O-16.5 permanent layout.

Allan Ogden O-16.5 portable layouts, "Glyn Halt" & "Sparrow Hill"

Geoff Truman HO Orient Express's Glenelg Centenary Cars

Grant McAdam two O scale laser cut houses

Laurie Green On30 Maintenance of Way Car

Myra Thornton OO Metacalfe card Church

Richard Grinyer Cabin in the snow

Rod Hutchinson On30 Curly Spoke wheels



Dan Pickard's 90 mm Challenge Diorama



Paul Ritchie's Trestle

2017 August

The August Division Three meeting was held at new member Peter Kendall's home in Essendon, a suburb of Melbourne. Peter is a wonderful modeller and introduced us to, for the first time, his HO_N30 home layout; a beautiful piece of artistry combining structures, rural and water side scenes. In addition Peter has an exhibition HO_N30 diorama. A beautiful sunny day brought modellers from all over Victoria to this central location. About 20 members and spouses spent a glorious day in the sunshine.



Some scenes from Peter Kendall's
On30 Exhibition layout





Scenes from Peter Kendall's On30 home layout

Photos by Ron Hutchinson

© 2017



© 2017



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Division Four Highlights

We presented the prizes for the model locomotive haulage contest at our June meeting. The meeting was held at AMRA WA Branch's club rooms. The photos of the junior section winners receiving their prizes were taken by AMRA WA branch president John Maker.



Blake Simm receiving his certificate and gift voucher for first prize in the junior section



Alex Simm receiving his certificate and gift voucher for third prize in the junior section

Our July meeting was held at Rod Tonkin's place in Perth's northern suburbs. Only a few members attended, possibly due to this year's rather cold and wet July.

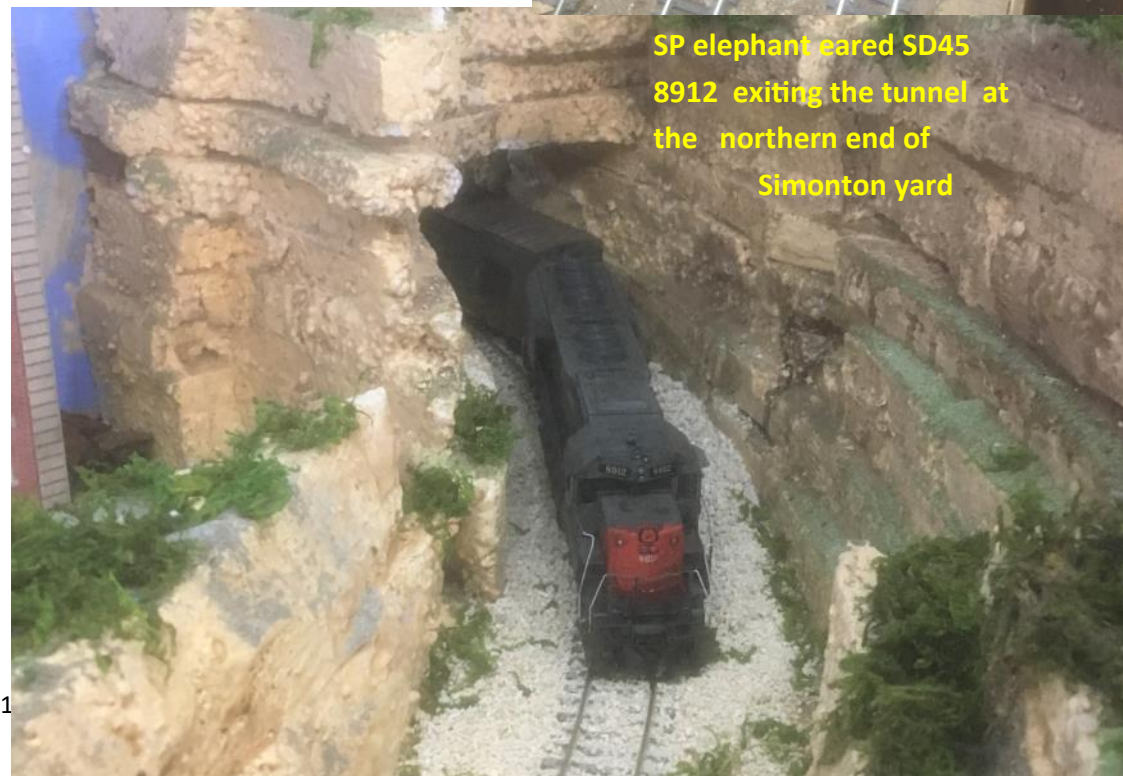
As a result of the less than spectacular result of the model locomotive haulage contest we are canvassing Division Four members as to our future attendance at model train shows.

Before afternoon tea we adjourned to the train room to view the latest progress on Rod's layout Martindale Creek. The track at Simonton and Wallaby Falls is now ballasted and the northern end of the Simonton scene has been Zip textured and some vegetation (most likely noxious weeds) planted.

The staging yard is now equipped with fixed LED strip lighting



The now illuminated staging yard



SP elephant eared SD45 8912 exiting the tunnel at the northern end of Simonton yard

Division Six Highlights



Div 6 members gathered at the Sailmasters Tavern Bistro for lunch at midday on Saturday 8th July. The bistro looks out over the yacht basin at Outer Harbour and was a delightful venue to partake of an excellent meal.

Apologies were received from Ray Applebee and John Marsh, who were in hospital recovering from operations. Max gave a brief report on the SIG and the AP and John Prattis reported on the Convention.

Following lunch, members repaired to the Adelaide Model Railroaders clubrooms, where further matters were discussed and the show and tell took place. Scott Taylor showed his G scale old style railway station building, Michael Robinson brought his new SAR carriage which he had just collected from the Orient Express Hobby Shop and John Prattis brought along his Fast Tracks devices and some turnouts which were in production.

Coffee and cakes were supplied for afternoon refreshment by the Club and members were able to tour the layout and see the improvements and renovations which had taken place since our last visit.

Following the meeting, Scott observed someone removing Trev Seddon's photographic equipment from Trev's car. Acting quickly, Scott photographed the crime as it took place and called 000 on his Bluetooth car phone. Scott was able to track the offender while directing the police to him. The police subsequently stopped and arrested the offender and later, Trev was able to recover his cameras from the police station.

Well done, Scott Taylor.



Scenes from Adelaide Model Railroaders HO scale



On Saturday 12th August, 2017 at 2.00 p.m., we gathered at the home of Julie and John Prattis for our monthly meeting.

The Division meeting opened on time and Max thanked Julie and John for their hospitality and presented them with the host's plaque. Ray Applebee reported on the DECCA SIG post the AMRE. Once the Convention is out of the way, Ray and Max have plans for a training plank for members to practice setting up for computer control. Trev Seddon will also be on hand to guide anyone interested in Arduino projects. Ray Brownbill has a busy AP programme ahead of him, with several visits planned to members' layouts for classification. Our new librarian, Michael Robinson reported on the activity in the library and requested help in chasing up two DVDs which are currently missing. John Prattis reported on the progress of the Convention Committee. All we need now are some more registrations.

In Show and Tell, Trev Seddon passed some of his recent projects around and explained the work he is doing at the moment. John Prattis showed some of his new hand laid turnouts. Ken House presented his letter of introduction to participants attending his home for the Convention Layout Tour and showed a video of how his layout operates. The video has been posted to YouTube and will be helpful for participants to get an early look at the layout, and how it runs. That was followed by an excellent audio/visual presentation by John Prattis of their visit to The Whitewater Valley railway preservation society, during their recent US trip.

More fellowship and intercourse followed, during which time we partook of Julie's magnificent festive board. We all agreed that we wouldn't need dinner. Ray Applebee won the raffle. Much acclaim followed the announcement.

Photographs are courtesy of Michael Robinson.

Cheers Max WRIGHT JP MMR 578 Division 6 Superintendent



Members attending the 2017 Region Convention can catch up with these members ED.



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 of Gavin Thrum

- Operating Sessions
- Clinics
- Bring/Buy Sellers
- Model and Photo Contests
- Layout tours
- Partners Day Tour
- 3 Course Dinner Saturday night
- Guest speaker

Torrens Valley Christian School
1227 Grand Junction Road
HOPE VALLEY 5090

Convener: John Prattis email: convention@nmra.org.au

<http://www.nmra.org.au/Convention17/convention17.html>

Prototype Observations

In the 1980s you boarded the Indian Pacific in South Australia at Port Pirie. Motor cars were transported from Port Pirie to Perth. Your car was transported roped onto fifty tonne capacity flat cars. Ours survived the trip not counting the coating of diesel soot it acquired during the trip. Yard shunting at Port Pirie was in the hands of venerable GM1 class locomotives. Mainline power was pairs of GM12s.

