



# MainLine



**The Journal of NMRA Australasian Region**

**Volume 34 Number 5 September October 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.

## **Target dates for future issues**

### **November December**

**Content submissions**

**10 December 2017**

**Publish date on web**

**20 December 2017**

### **January February**

**Content submissions**

**15 February 2018**

**Publish date on web**

**28 February 2018**

## **Cover photo**

Puffing Billy Climax 1694 on test run in 2013 prior to its return to service.

Photo by Bob Wilson

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- Education program
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## President's Thoughts

Welcome to this edition of the electronic MainLine.

Now we are into the warmer months, it is a great chance to get out and visit fellow model railroaders to talk about the hobby and share our common interest. The recent Convention in Adelaide was a great success. There were many layouts open that had not been seen by those of us from the Eastern states. Some of the Division 6 guys are doing great things with automation and electronics and we could sure learn some interesting new aspects to the hobby from them.

Your committee is also looking ahead to the Annual General Meeting in March 2018. A number of officer bearers will come to the end of their terms in office and having completed two terms, the Rules of Association states they cannot re-stand for the same position. If you think you would like to contribute to the running of the Association, now is the time to step up. Nomination forms are available from the Secretary, Peter Burrows. You don't have to be Sydney-based as a number of committee members phone in to meetings using a conference call system (that only costs a local 1 800 phone call).

The December edition of MainLine will carry the Agenda for the AGM and some proposed changes to the Rules of Association that will need to be ratified at the AGM.

Until next time,

David O'Hearn

AR President

13 October 2017

## Apology

The late appearance of the July August 2017 MainLine on our web site is due to me sending the file to Gerry's old Email address in late August. We were away for a month from early September to early October with little email contact so the error was not spotted until mid October. I now have the correct Email address and hopefully this situation will not arise again.

Rod Tonkin Editor MainLine

## Editor's Musings

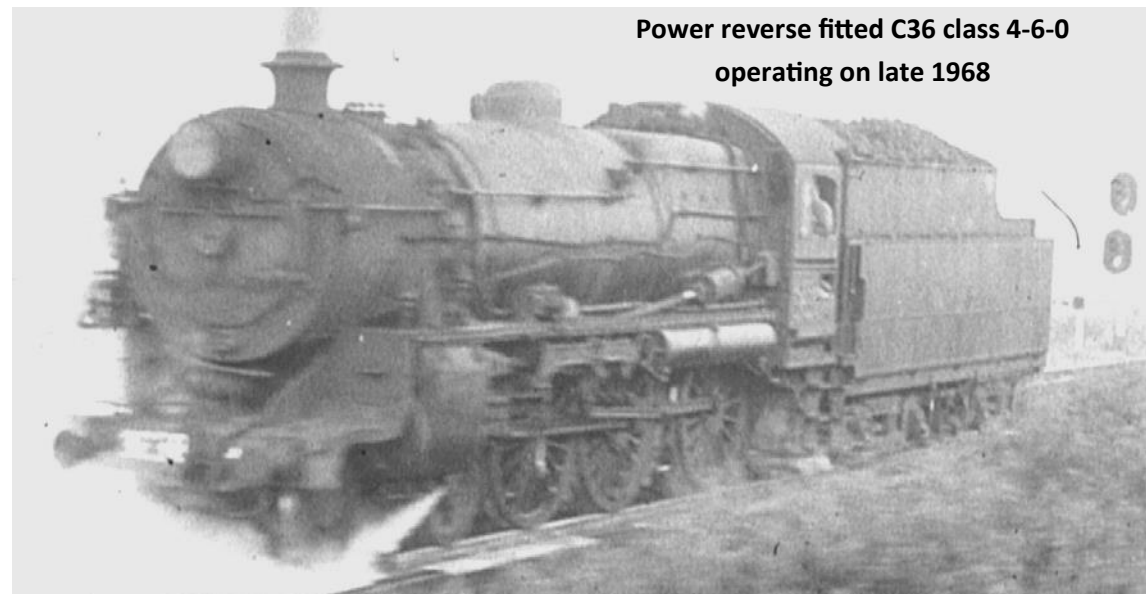
This issue contains a number articles and photos of our recent trip to Europe. If you have been travelling and you would like to share your travels with fellow members you are most welcome to forward me your railway oriented photos and travel notes for publication in MainLine.

I've carried a pocket camera since the late 1960's. originally a half frame 35 mm with pro-gramed aperture and shutter speed, later a pocket 35 mm point and shoot, then a digital point shoot and for the last few years the camera on my phone. Mobile phone cameras have improved to the extent, I didn't bother bringing a real camera on our recent trip to Europe

My photographs have allowed me to capture railway operations over the last fifty years or so. I'm definitely not in the National Geographic photographer class but the images captured provide memories and records of my favourite subject; operating railways. Looking back through the albums, its amazing what you turn up and the modelling inspirations they provide. For example this C36 class was photographed on a misty morning in late 1968 near Marrickville. It was one of a group of this class fitted with ex D58 class power reversers and rear sanders for local goods workings in 1968.

Rod Tonkin

Editor MainLine



**Power reverse fitted C36 class 4-6-0  
operating on late 1968**

**Nominations for election of Office Bearers  
Of the Australasian Region of the NMRA for 2018 – 2020**

Nominations are hereby called for the following Office Bearers and members of the Committee of the Association.

<b>President</b>	<b>Vice President</b>
<b>Treasurer</b>	<b>Secretary</b>
<b>Three (3) Member Representatives</b>	<b>Division Superintendents</b>

Term of Office: From the close of the 2018 AGM through to the close of the 2020 AGM.

All Nominations must be on the form over (or a photocopy) and must be signed by the nominator, seconder and candidate. All six of these persons must be current financial members of the Australasian Region of the NMRA and the candidate may only be nominated for one of the committee positions. Division Superintendent nominations, if any, will be passed to individual divisions for local ballots.

If a ballot is required then each candidate on the ballot may be required to submit the following Candidate Personal Information for circulation with the ballot form.

- A personal platform statement of no more than 250 words (which will be provided with the ballot papers to all members, should a ballot be necessary)
- A photograph of the candidate

**Closing Date for Nominations, 30/11/2017**

Nominations must be post marked no later than the above date.

**Nominations must be sent by the closing date to:**

**Secretary NMRA Australasian Region  
45 Karingi St  
Ettalong Beach NSW 2257**

Or by scanning the completed form(s) and by email to [secretary@nmra.org.au](mailto:secretary@nmra.org.au)

Nomination for Committee of Australasian Region  
I wish to nominate the following member of the  
National Model Railroad Association for the position of  
:.....

Candidate Name:.....  
Membership Number:.....  
Address:.....

Nominator's Name:.....  
Membership Number:.....  
Nominator's Signature:.....Date:.....

Secunder's Name:.....  
Membership Number:.....  
Secunder's Signature:.....Date:.....

Declaration by Candidate:  
I, the above-mentioned candidate, agree to be nominated for the above position and understand the role, expectations and responsibilities of the position.  
Signature:.....Date:.....

# 2017 Adelaide Convention Report

The convention started on the Friday morning, 15<sup>th</sup> September with several conventioners taking up on the Operation Sessions on Ken House and Ray Brownbill's model railway layouts. All operators had an enjoyable couple of hours running trains. Early afternoon several others called on the layout owners for a quick look at their layouts, and one other layout was open for viewing.

Then at 6 pm Registration was open at the Torrens Valley Christian School Hall and many came in to register and mingle. At the same time four local and one interstate traders were still setting up.

Saturday morning and registration was opened at 8am, with conventioners arriving and viewing the Traders hobby shop stalls and some new friendships made. At 9am Div 6 Superintendent Max Wright MMR welcomed the registered conventioners, then followed by John Prattis, Convention Convener opened the 2017 Australasian Region Convention.

The first clinics started and as we had six clinic presenters each did two clinics so everybody could attend each clinic during the day. Just after 9, the seven partners of NMRA members were getting ready for a tour of Adelaide and surrounds including Haigh Chocolates. Julie Prattis took the reins and lead the way, off they went in a seven seater Chartered Van.

Morning/afternoon teas and lunch was provided by the schools Parent & Friends committee, and everybody enjoyed the goodies provided.

While others enjoying the clinics, Gerry Hopkins MMR and Gavin Thrum were judging the model contest, and Wendy Wright and Jan Hill were judging the photographic contest.

Clinics finished, John Prattis highlighted the Sunday self drive layout tours, then closed this part of the convention, with many helping to clear the hall. The partners ladies tour arrived back after a fabulous day out, before heading across the road to the Valley Inn for the Convention Dinner.

With conventioners and partners attending the Dinner, with Entrée and Main course served, John Prattis introduced the Guest speaker Dr Paul Willis. Paul then presented his "The Paul Willis" story of his love of model railways from a young age and his working life. Paul was a presenter on the ABC Catalyst program, and has a background in vertebrate palaeontology, study the fossils of crocodiles and other reptiles, and is also a P4 modeller and he has a 12 inch to the foot passenger car that he is restoring at the Tram Museum at St Kilda.

After the talk by Paul, then Ron Solly gave out the results for the Model contest, with Max Wright MMR winning both the "Rick Shoup Award" for the Structure model, Jackson Boat Builder, and the "John Baker Award" for a US 40 ft Box car in "O" Scale. In the Photo Contest Ken House won 1<sup>st</sup> with colour print of a Prototype Locomotive and Ray Brownbill 1<sup>st</sup> with a colour print of a model. With the last course of sweets consumed everybody headed for a sleep, ready for the Sunday Layout tours.

Sunday, the weather fine, and the majority of the layouts open were in the South Eastern and Southern areas of Adelaide. The three Operating session layouts which were in the North and North Eastern were also open for the layout tours, together one in the West and the AMR clubrooms in the North West.

Monday saw the last of the Operating sessions at Ron Solly and Ray Brownbill's layouts.

The convention had 41 registrations, plus five traders, with members and some non NMRA members, two from ACT, fourteen from NSW, one from Tasmania, two from New Zealand and twenty two from the home state.

Thanks go to Fred Tetzlaff, Orient Express for supplying convention carry bags and Ted Freeman, Teditor Decals for the convention decals.

Positive feedback received, that it was a great convention with good layouts to visit, together with challenging operating sessions.

Ray Brownbill  
Registrar



John Prattis opening the convention





Peter Britten shunting at Ken's op session



John Prattis, Ken House  
and Alan Garbutt



The convention dinner



Rod Stewart and Ainslie Brittain



Peter Lucas's presentation on 3D printing



Ray Brownbill Convention Registrar



Orient Express's Stand



Vern Cracknell MMR's models

# Orlando Florida.

Arthur Hayes MMR



The station was built in 1926 by M. A. Griffith and W. T. Hadlow for the Atlantic Coast Line Railroad. The building was designed in the Spanish Mission style. After Atlantic Coast Line merged with the Seaboard Air Line Railroad in 1967, the station was used by Seaboard Coast Line Railroad.

In 2014, the City of Orlando started a project to build a second platform for use by the new SunRail commuter rail service. Unlike most SunRail stations, which feature shelters consisting of white aluminum poles supporting sloped green roofs, the station's canopies feature arches that resemble the mission-style architecture of the adjacent historic station's canopy. It also includes ticket vending machines, ticket validators, emergency call boxes, drinking fountains and separate platforms designed for passengers in wheelchairs. The station was officially named Orlando Health/Amtrak Station due to its proximity to the main Orlando Health hospital campus, Orlando Regional Medical Center, the Arnold Palmer Hospital for Children and the Winnie Palmer Hospital for Women & Babies. The revamped station opened on May 1, 2014.

In August 2014, the City of Orlando announced a \$2.1 million station restoration project of the historic building. The project, which was the first major renovation to the facility since 1990, included fixing cracks and leaks in the stucco walls and tile roof, pavement repairs, restroom upgrades, repainting of the building exterior, restoration of the original 1926 wood doors and windows, replacement and re-



Station track work



SunRail push pull commuter rail service



North Bound train 98 the "Silver Meteor"



South bound train 91 the "Silver Star"

location of the air conditioning system to the roof of the building (which allowed the original entrance on the side of the building to be reopened), and the installation of a wheelchair ramp from the parking lot to the new station entrance. Work officially commenced on September 24, 2014 and was completed on June 29, 2015.

Four Amtrak services running between New York and Miami stopping at the station daily.

South Bound:-

Train 91 Silver Star 10:17 – 10:31 am, Train 97 Silver Meteor 12:55 – 1:10 pm

North Bound:-

Train 98 Silver Meteor 1:23 – 1:35 pm Train 91 Silver Star 7:08 – 7:24 pm,

Annual Station Revenue (2016): \$12,691,191

Annual Station Ridership (2016): 138,359

Acknowledgements: Amtrak, The Great American Stations and Wikipedia



# The many faces of British Railways

## 40 class diesels

Rod Tonkin

The two hundred English Electric type Four locomotives were built between 1958 and 1962. Not every ones cup of tea but they worked reliably. During construction the nose configuration was changed twice to suit developments in British Railways operating requirements. Over time the appearance of the 40 class locomotives changed as British Railways operating systems evolved.

As built the initial English Electric type Four locomotives had green bodies, red buffer beams, black bogies and black under frames. In later production models the roof was painted light grey. Visibility issues resulted in the 40 class acquiring partial and then full yellow noses. In the mid 1960s the colour scheme was changed to overall blue with black buffer beams, bogies and under frames and a full yellow nose.

As built the 40 class were numbered D200 to D399. With the end of steam operations in 1968 the "D" was deleted from the locomotive number. The introduction of the TOPS system in the early 1970s resulted in the locomotives being christened the 40 class and renumbered 40 001 to 40 200. The system would not allow a zero in the three digit locomotive number field. As a result the class leader D200 took the number of the written off D322 to become 40122. (There is logic there Jim but not as we know it.)

The first 110 units had nose access doors and steam locomotive type train identification discs. The next thirty five units retained the nose access doors and were fitted with two character train number identification boxes one either side of the nose access doors. The final 55 units dispensed with the nose access doors and had a single four character train number identification box centred on the nose.

Centralisation of the signalling system made line side signal boxes redundant by the mid 1970s. This in turn meant trains did not need to display their train number. The original 110 locomotives had their train identification discs removed. The train number identification boxes then mounted a pair of marker lights. The modified train number identification boxes were generally referred to as "Domino" panels.

For a modeller these as built variations and in service changes can be a challenge. What does a particular model of a BR 40 class need to look like to fit into a specific modelling time

Pilot scheme D207 heading up the  
"The Master Cutler"



period.

The attached 40 class appearance guide is a starting point for modelers interested in recreating scenes of British Railways from the late 1950s to the early 1980s. Armed with this information you can confidently detail models of these locomotives for a specific time period.

### BR 40 class appearance guide

#### Numbers

As built	D200-D310	D311-D345	D346-D399
1968 re numbering	200-310	311-345	346-399
1973 Re numbering	40 001-40 110	40 111-40 145	40 146-40 199

#### Nose appearance

As built	Nose access door with Steam train type train identification discs	Nose access door with two character train number identification boxes	No nose access door with four character train number identification box
Late 1970s	Train identification discs removed, train identification boxes fitted with marker lights		
One either side of the nose			

#### Colour scheme

As built.	Green body with , red buffer beams and bogies and under frames black.
Early 1960s	Partial then full yellow nose and a grey roof
Late 1960s	Overall blue body with black buffer beams, bogies and under frames and nose painted yellow.

# Putting W2982 into service

Rod Tonkin

I've a couple of ex GWR siphon H vans. My exploration of the history of these vans showed me there was a slightly different version the siphon G with a lower roof line and gangways. One of these would I thought add variety to my parcels trains. A local dealer had one, a Lima built model in its original packaging. At home I compared my purchase to photos of Siphon Gs I found on the internet. It looked like some of the photos, so I was happy to proceed to put it into service on my layout. These notes follow the journey of Western Region of British Railways (ex Great Western Railway) Siphon G, W2982 from out of the package into service on my layout.

The model built by Lima some years ago was packed in an attractive windowed box. Out of the box the pristine condition of the model was obvious. It rolled readily showing the bogies were in good condition. It seemed a little light and it was too clean for my tastes. These last two points were easily addressed.



On the scales

I've found my models operate more reliably when their weight is consistent. I found a weight of 0.6 grams per mm length over the buffers for my British Railways rolling stock gives reliable operation. My new Siphon G measures 210 mm over the buffers. Using my preferred unit weight my Siphon G should weigh in at 126 grams. It tipped the scales at 96 grams.

The body did not unclip from the chassis to allow me to install additional weight. Unclipping the bogies revealed two large self tapping screws secured the body to the chassis. Removing the two screws let me dismantle the model. On the scales in bits I found a few strips of modelling clay were sufficient to bring W2982 up to around the required weight.

Re assembled W2982 was now operational but too clean. It would obviously require weath-



A real Siphon G in BR blue

ering. On the weathering turntable W2982 up ended received a liberal coating of burnt sienna water colour over the underframe and bogies. Right side up the underframe, ends and bogies received more burnt sienna. The roof ends and sides were coated with black water colour to simulate diesel exhaust soot. The black coating was diluted with washes of soapy water to rain streak the black coating on the roof and down the sides and ends.



Underframe weathering



Superstructure weathering



On the layout

# Report on the N Scale Convention held 7-10<sup>th</sup> Sept 2017

With 93 delegates attending, the Convention was held at St Francis Winery Resort, Old Reynella, South Australia, with the registration fee including all meals, a Convention Welcome kit, which included a specially commissioned mug, a convention decal, two card models, a Pico LED, and discount vouchers, and pamphlets from Micro-Trains.

Thursday was Registration Day, with a pre-convention tour through the Steam Ranger Heritage Railway workshops at Mt Barker, and a ride on a "RedHen" railcar.

In the evening we had the Welcome Reception, sponsored by Micro-Trains Line, where there were two speakers offering presentations. The first was on "Iconic Passenger Trains I Model", by Jim Love; whilst the second was on "The Lost Layout of Mick Williams" presented by Martyn Jenkins. Mick Williams was a multi-millionaire who loved trains and had a huge collection of brass HO & O gauge trains. He built a hangar especially to house his layout, and even employed a resident engineer to look after them.

Friday started with Clinics/Workshops in the morning and a layout tour in the afternoon.

The tour visited the National Rail Museum then split into two groups – one heading to South Australian Railway Modellers Association (SARMA) and the other to South Australian N Gauge Society (SANGS) clubs. At these destinations the delegates were given a BBQ Dinner before swapping over to view the others layouts.

From what was reported back to me, SANGS had lots of work scraping jaws up off the floor!

The delegates were amazed at the number of lights, the size, and the detail that was on the Greater Portland layout.

Saturday again had Clinics/Workshops in the morning, before again embarking on a layout tour in the afternoon. This time the Convention hired a local hall and bought in 11 layouts for the delegates to view (5 layouts being Award winning layouts).

We also visited Noarlunga Model Railroaders, who opened their clubrooms to the convention to visit.

Saturday evening was the Convention Banquet, and the quest speaker, Mr Mark Carter, spoke on "Centenary and Significant Birthdays of Australia's Railways".

Prizes were awarded to the winners in the Modelling Competition, which had some very good models entered in the different categories.

At the end of the evening a raffle was held, to the excitement of winning one of the 100 donated prizes, which came from a large number of both overseas and Australian sponsors.

There were a number of Perpetual Trophies awarded. These being presented as below:-

Jim Anderson Trophy (best Australian rolling-stock) - Graham Goodsell, NSWGR HBW Ballast Wagon

Brian Dwyer Memorial Plate ('Best of Show' model) - Graham Goodsell, NSWGR Elevated Signal Tower

People's Choice Award      SANGS Greater Portland layout

Dane Parker Memorial Perpetual Shield (for services to N Scale)      Chris Finney

Sunday had Clinics/Workshops all day until the closing at around 4:00pm.

The Clinic/Workshops included topics on Weathering; DCC for beginners; DCC advanced; JMRI; Loco maintenance; Troubleshooting Poor Running; Getting the Right Signage for the Era; Building Electronic Kits; Scratch-Building a Piece of Rolling Stock & Spray Painting it; plus more.

There were a few traders present to show their wares, and hopefully sell some stock too.

Running alongside the convention was a Partner Program, where the ladies visited such places as Victor Harbor, Haigh's Chocolate factory, Beerenberg Farm, Menz FruChoc Shop and had lunch on the Dolphin River Cruise boat where it was reported they saw lots of dolphins.

All in all, the delegates seemed to be pleased with the event. They loved the atmosphere of the St Francis Winery Convention Centre, and thought it added to the hobby aspect of the convention.

The rest of the organising committee:-

Michael Bockmann      Secretary

Arthur O'Connell      Treasurer

Rodney Bates

Mat La Vista

John Campbell

Graham Cocks

All deserve a great deal of thanks for the effort they put in in organising the Convention.

None of us got paid for doing this, and in fact we all paid to attend the convention.

Successful? Yes, to me it was.

The next N Scale Convention will be in Canberra in 2019.

Peter Cawthorne Chairman 15<sup>th</sup> National N Scale Convention

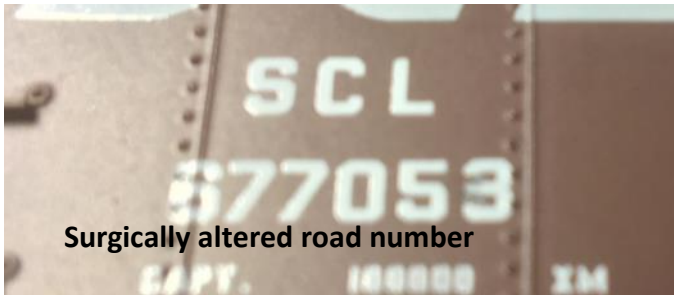
# SCL 677053 or

## Just another brown boxcar

Rod Tonkin

You can never have enough brown box cars on your layout; they add background to the scene and provide a contrast to the occasional brightly coloured freight car in a train or set out on an industrial spur. The SCL box car on the traders table at a recent exhibition caught my eye. It was brown in a lettering scheme aching to be weathered. I brought it home for use on Martindale Creek.

At home on inspection of my rolling stock roster I found I already had a model of this boxcar. The original number of both models was 677058. As I won't have duplicate numbered models on my layout, my newly purchased model needed another number. A few scrapes with a



**Surgically altered road number**

sharp modelling knife blade re-numbered the model to 677053. (An eight can with a little effort be converted into a three, a nine, a six or a zero)

My layout is set in the late twentieth century. By this time roof walks on box cars without roof

hatches were outlawed. Typical practice with boxcars originally fitted with roof walks was to simply remove the roof walk and leave the hand brake wheel in its original position. I levered the roof walk off with a flat bladed screw driver. The pins on the roof walk moulding were snapped off and pressed into the holes in the boxcar roof. The pins were secured into place with cement. Once the cement had cured the now filled in roof walk pin holes were carved to match the adjacent roof ribs with a modelling knife and filed smooth.

My as purchased model rode on journal bearing bogies. By the 1980s most North American freight cars rode on roller bearing bogies. A search through the bits box turned up a pair of roller bearing bogies to replace the ones on the model. I took the opportunity to replace the plastic wheel sets of the roller bearing bogies with the metal wheel sets the model originally rode on.

As I had the chassis in bits I took the opportunity to cement the floor and underframe to the

steel ballast strip. Cementing the underframe to the steel ballast strip anchors the coupler mounting preventing coupler droop. Cementing the floor to the ballast strip ensures the underframe and more importantly the coupler mountings are aligned to the body of the model.

The replacement bogies are not Athearn bogies. The pivot hole in the bogie cross bolster is only large enough for the 2/56 screw originally used to secure the bogies. I cut the boss off the Athearn underframe to accommodate the replacement bogies.

The re assembled underframe fitted with the replacement bogies was tested using a Kadee coupler height gauge. The coupler height was spot on but the coupler trip pins fouled the rail head. As like Conrail and British Railways, I don't use uncoupling ramps I've cut the trip pins off to prevent the them snagging on my track work.

My re numbered, de roof walked and now re-shod model could now be made operational. On the scales SCL 677053 weighed in at 109 grams. NMRA RP 20.1 recommends a weight of four and five eighths ounces (in French 131 grams) for a fifty foot HO scale model. The model is around ten percent lighter than NMRAs recommendation. Adding a little extra weight to bring the model up to the recommended weight will aid reliable operation.

Now operational SCL 677053 was ready to be made presentable for operation on Martindale Creek, i.e. weathered. I've used watercolour applied with water containing a little hand washing liquid for weathering my rolling stock for some years now. In Martindale Creek's weathering studio SCL 677053 had the dubious honour of being the first model weathered on my new weathering (actually a cake decorating) turntable. The under cart received a brown wash of diluted water colour to represent road bed dust. The roof received a liberal dark brown wash of diluted water colour to represent a combination of road bed dust and diesel exhaust soot. The dark brown wash applied to the roof was allowed to flow down the car sides and ends by brushing on water containing a little hand washing liquid. After I was satisfied with the weathering effect SCL 677053 was allowed to dry before being placed on my layout.



**Scruffy SCL box car 677053 awaiting its next load**

# Model Railways for a Day.

Arthur Hayes MMR. President MRQC Inc.

Following the Modelling the Railways of Queensland Convention (MRQC) in September 2016, delegates were asked to complete a survey form. The information submitted was to assist the committee organise the 2018 convention.

When the information was analysed, what the delegates wanted was more general topics that would assist them in building a layout. The request was somewhat outside the scope of the MRQC Convention for QR Modellers. The committee decided to stage a one day convention at a local MR club enlisting modellers from other clubs and associations around Brisbane. The program consisted of two streams of eight presentations. Each presenter gave a presentation on their subject and had a stand where attendees could go to try their hand, or ask further questions.



Stream "A" was "hands on" covering many skills and tasks needed to build a layout. Presentations were "Base Boards and Scenery" by PK. A small A4 size diorama of foam board was put together prior to the convention for the delegates to use during the day. Many AR Division 1 members assisted with presentations in this stream, Craig Mackie had them building a back yard dunny from "Styrene", Geoff Burns covered "Tracking Laying", and Ken Edge-Williams showed his talents on "Ballasting". Kerrie Hayes had them making "Trees" and painting clouds on "Back Scenes". Other subjects covered were "Soldering" by Brendan Canning and "Static Grass" by Dave McPhee.



Stream "B" was more advanced topics or areas in the hobby one might like to consider for their layouts. Division 1 Superintendent Martyn Jenkins covered "DDC 101" and "DDC Advance", "Operations for a small Layout" and "Making it look Real" was completed by Arthur Hayes, Darren Lee was to cover "Trouble free layout Running", but on



the day before was admitted to hospital, Craig Mackie picked up the ropes and filled in at short notice. Other topics covered included "Research" by David Mewes,



"Buildings" by Jim Hutchinson, and "Airbrushing" (Hands On) by Bob Harding. Most of these modellers are in a round robin group called "The Tuesday Nighters" meeting in member's homes on every second Tuesday night.

The event was hosted by The Australian Model Railway Association (Qld Branch) Inc. at their club rooms next to the North Coast main line at Zillmere, the boys also cooked a sausage sizzle for lunch. All up there was 32 delegates, plus presenters, MRQC committee and the AMRA team to assist in setting up and lunch, all up over 50 in attendance. Delegates travelled from Canberra, Mackay, Toowoomba, Sunshine and Gold Coasts, plus many came from local clubs as well. Many had not attended a convention before. Despite being the weekend the drought was broken in SEQ, they didn't want to go home. Many stayed on to do more "Hands On". Even some of the presenters were trying their hands at new skills during the day.

A small bag of notes (some 70 + pages) were given to delegates along with a convention decal provided by Ted Freeman, Secretary of the Toowoomba Model Railway Club.



The event knitted together modellers from various associations and clubs from around Brisbane. I am sure there is a lot of happy modellers out there today refreshed in the hobby thanks to support and effects of a great team. Hands are already in the air for us to do another one.

A Facebook page was opened by Geoff so delegates can seek assistance and post progress on their diorama. Plus PK has posted additional guidance on his blog <http://mixedpk.blogspot.com.au> to assist delegates to complete their project.



# Lenz LS150 and Original Peco Point Motors

Erik Bennett

## Background

I had a yard with six Peco points, powered by original Peco point motors. The significance of original motors is that their coils have an effective resistance of 4- 5 ohms, meaning they draw a fair amount of current when they fire, albeit for a very short time.

I wanted to use route control through the yard, using the Macro feature of my NCE DCC system.

So I looked around for accessory decoders and came up with the Lenz LS150, mainly because it had six outputs on the one device.

I powered the LS150 with the 15 VAC output from a multi-tap transformer, as specified in its instructions and wired everything up with as short as possible wire runs.

## The Problem

When I selected any single point, the LS150 fired the point motor OK and recovered so it could fire it in the opposite direction. Using single point operation, the LS150 behaved normally.

But when I put more than one point motor into a macro and executed the macro, the LS150 gave unpredictable results and one or more of the point motors became inoperable.

If I powered off then on again, LS150 recovered and individual points could be fired but macro firing produced the same unpredictable results, with shutdown of one or more point motors in the macro.

## The Reason

The output of a transformer varies depending on the amount of current being drawn. The more current, the lower the voltage. The buzz phrase is “When you load a transformer, its output voltage sags. “

When a transformer supplies power to a device and the device has a short circuit, excess current flows, increasing the load on the transformer. So its output sags.

The LS150 has short circuit protection on its six outputs. If there is a short on one of the

outputs, excess current flows through the LS150, loading its supply transformer and causing sag. The LS150 detects the sag and shuts down the current to the output that it is trying to fire. This useful feature is detailed in the LS150 operating instructions.

With single point motor operation through 5 ohm coil resistance, there is a bit of sag on the transformer output but the LS150 doesn't detect enough sag to think that the output is a short.

With single point operation, there is enough time between firings for the transformer and LS150 to fully recover, so the LS150 behaves normally.

But when a macro is executed, the NCE command station sends a series of accessory commands in quick succession and the LS150 tries to process them. The transformer sags and there is not sufficient time to fully recover.

So the LS150 thinks that one or more of the outputs is a short. So it shut one or more down. And, because of its design, those outputs won't work again until you re-start the LS150. (As specified in the instructions.)

In summary, the LS150 does not work with original design Peco motors in a macro configuration. I suspect it does work with the low current (high resistance) Peco motors now available.

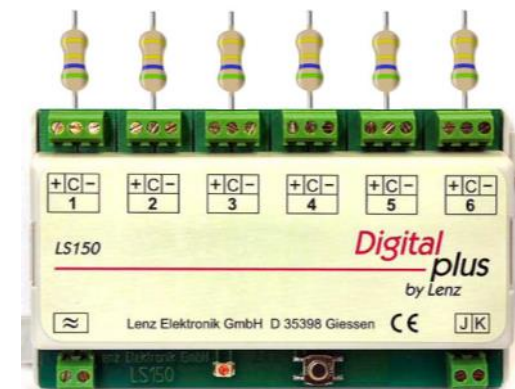
## The Cure

What I did was to increase the effective resistance of each of the motors. I soldered a resistor to each common lead from the motors and inserted the other end of the resistor into the LS150 common output terminals. I experimented with resistor values, starting with 2.2, then, 3.9, 5.6, 10 ohm.

I found that with 5.6 ohms, I got reliable macro operation every time, ie, the LS150 never thought that a total of 10.6 ohms (5+5.6) was a short.

But because of the increased resistance, sometimes the 15 VAC transformer input to the LS150, wasn't enough to snap every point every time.

So I used the next tap on my transformer, 17.5 VAC (measured 18.7 VAC) and now the system works perfectly every time.



## Britain's Smorgasbord of railway colour schemes

Rod Tonkin

Our trip to York provided glimpses of a bewildering number of different locomotive liveries on both passenger and freight trains. The speed we were travelling at made taking photos of these locomotives impractical. From a railway modeller's perspective the current British railways scene appears to be anything goes.

To try to make sense of this I bought the "2017 British Railways Pocket book No.1 Locomotives" at the W.H. Smith outlet on the south bound platform on York station for 5.25 GB Pounds. This pocket book lists all the locomotives approved for mainline operation. (Including preserved locomotives approved for mainline running.)

The book lists twenty passenger train operators. This explained why we saw so many differently liveried passenger trains at York station. Every different destination appeared to be operated by a different company.

All locomotives have Tops numbers. Rather surprisingly many locomotives in service date back to BR days. (So much for that old tale that a diesel locomotive won't last more than twenty years) The locomotive class listings identify the operator of a particular locomotive and its name if appropriate.

Many of the classes of locomotives in service are used by a variety of different operators. For example the over 400 members of the 66 class are operated by DB Cargo, Direct Rail Services, Freight Liner and Great Britain Rail Freight. Some of these units have fittings to suit specific traffic requirements.

The attached photos show an empty coal train passing north bound though York station in September this year headed by EMD built 66 class 66707 delivered in 2001 in Great Britain Rail Freight colours.

Photos by the author.





## Riding the Venice Simplon Orient Express

Rod Tonkin

Some years ago I wrote a tongue in cheek article for MainLine about modelling the British section of the Venice Simplon Orient Express and avoiding the need to dress up for dinner. This year we rode the train from London Victoria to Verona and yes I did wear a dinner suit to dinner in one of the superbly restored dining cars. (The Hornby train set I bought in 2013 cost about the same as the dinner suit I had to buy this year.)

You check in at Belmond's office at Victoria Station. Your baggage is checked in prior to departure as either through baggage or cabin baggage. This is all accommodated in ex BR Mk1 Coach Brake composites attached to each end of the train. Your cabin baggage is delivered to your compartment on the Orient Express at Calais. You're through baggage on the Orient Express is stowed in the service cars attached marshalled either side of the dining and bar cars.

The train known as the "British Pullman" departs London Victoria at 10.45 am. (The same departure time as the old Golden Arrow service.) Our train was hauled by a 67 class.

British Pullman cars put every other railway coach ever built in the shade for opulence and service.

We rode in "Perseus". This car had the dubious honour of transporting Khrushchev and Molotov in the 1950s. Your seat is a comfortable cloth upholstered arm chair at a table set with fine china. The car interior is polished timber.

You proceed wined and dined through the Home Counties until the train reaches Folkstone. Here

you board coaches for the trip through the Chunnel on a shuttle train. Once in France the coaches transport you off the shuttle train to Calais station to board the all sleeper Orient Express.

The Orient Express is impressive. Our train consisted of eleven sleepers, two service cars, a bar car and three diners making a total of seventeen vehicles in all. Each sleeping car accommodates eighteen passengers.

This meant upwards of 190 passengers on the train. The sleepers are all blue with a white roof. The catering cars are blue with a white band along the windows. All the lettering on the sleeping and dining cars is individual brass letters. (I'm glad I didn't have to polish all that brass work.) The interior panelling of the entire train is polished timber.

On boarding the train your compartment is configured for daylight travel. We travelled in berth four of car "E". Your two berth compartment has a wash basin. The loo is at the end of the sleeping car. There are no showers on board the train. Your compartment door opens outward into the corridor.

The evening meal is formal dress. Getting changed in the compartment is close to a contortionist act. (The upper crust must have been slimmer in the golden days of rail travel.)

Your sleeping car conductor sets up your compartment for sleeping while you are at dinner. The sleeping berths are comfortable. I slept well overnight. The next morning we enjoyed a coffee in the now deserted bar car while our compartment was set up for daylight travel before breakfast.

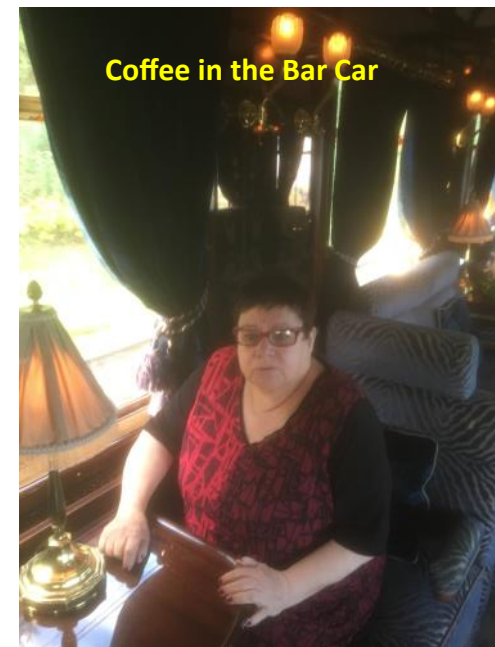
Ready to board the train at London Victoria



Our compartment on the Orient Express



Coffee in the Bar Car



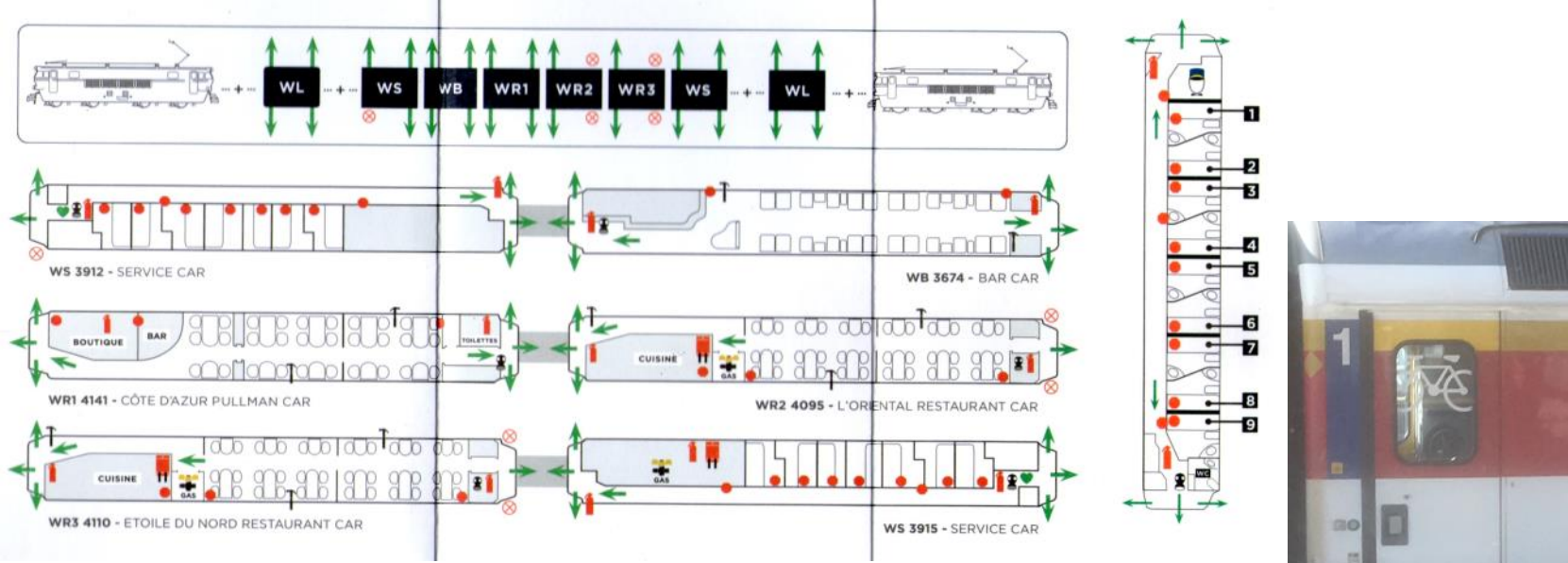
Inside "Perseus"



The Orient Express at Calais







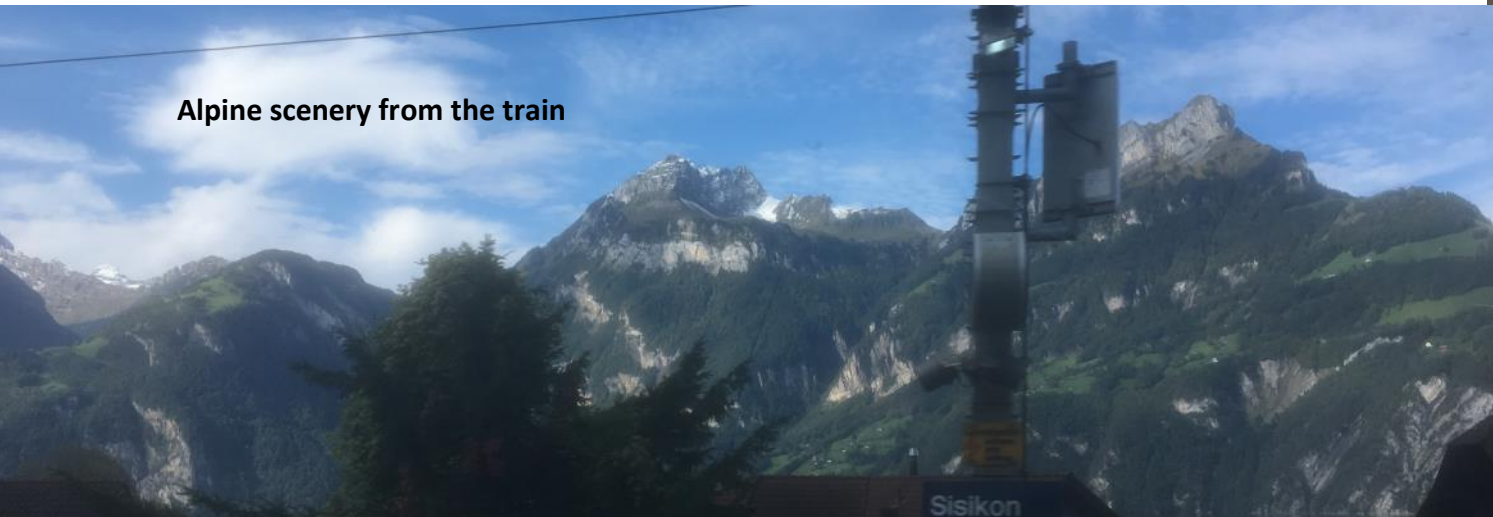
Sleeping car corridor

The service cars either end of the diner and bar cars accommodated the dining car and bar car staff and through baggage.

We were the first sitting for dinner, breakfast and lunch. This meant negotiating the very crowded bar car marshalled between our sleeper and the dining cars at dinner time and lunch time. We dined and breakfasted in the L'Oriental Restaurant car and had lunch in the Cote D'Azur art deco Pullman car.

Overnight the train exchanged the French railways locomotives for a pair of Swiss railways locomotives for the climb over the Alps. The scenery as we crossed the Swiss alps via the Gothard Pass was worth the price of the trip alone. We exchanged locomotives at the Italian border for the final leg of our trip to Verona.

Catenary posts made taking photos from the train difficult. The one decent shot I got shows the unique catenary support system Swiss railways use and the low platforms preferred in Europe.



Alpine scenery from the train

# Travelling by train in Britain in 2017

Rod Tonkin

Our recent trip to Europe included travelling from London to York and back by train. The staff members at Victoria Station, adjacent to our hotel, were most obliging. They were able to explain the intricacies of travel by train in Britain these days. The fixed infrastructure is government owned and the trains are operated by contractors. The most valuable things we learnt were

- Booking before the day you travel saves you money
- Purchase of a “Two together travel pass” is worth it
- Choice of train operator
- Where do you board your train
- How fast mainline trains are
- On board refreshment services

Booking your tickets ahead of your travel day saves you money and lets you reserve your seats on a specific train.

Travelling with your spouse is cost saving. Purchasing a “Two together travel Pass” gives you a considerable ticket cost saving. Even on a single round trip. Also it lasts for a year. It requires copies of your passport photos for identification purposes.

To York we had the choice of travelling by either Grand Central or Virgin. Grand Central’s ticket prices were cheaper but they offered fewer trains than Virgin. We went with Virgin to give us more choice of trains to catch.

The platform you board your train on depends on the traffic flow. This results in a crowd waiting at the train departures board and a mad scurry to the platform. We asked Virgin’s enquiry desk at Kings Cross and they were able to direct us to the appropriate platform for our north bound trip. The high level platforms made boarding easy (Unlike the European low platforms.) Boarding the nonstop service to York showed us how small the interior of British passenger coaches is. In



Economy class you can just squeeze down the aisle between the two by two fixed position seats.

At York it was fairly obvious which platform the south bound train would arrive on. Indicators on the platform showed the stopping point of each coach. This was important as the train only stopped at York for three minutes.

Our trip took one hour and fifty minutes each way. As York is 280 km from London, the start to stop average train speed was around 253 kph or in English 158 mph. This speed is a reasonable improvement on Perth’s suburban trains top speed of 120 kph. The only station signs we could read on route were Doncaster and Peterborough where the train slowed slightly.

We got a cup of tea and slice of cake on the north bound leg of the trip from the refreshment cart. Unfortunately the refreshment services were out of commission on the south bound trip and as we could just last two hours between cups of tea, we survived.



# National Railway Museum York 2017

Rod Tonkin



Great Northern Railway no 1

No trip to Britain would be complete without a visit to the National Railway Museum at York. Admission is free and the museum is a short walk from York's historic railway station. (Parking however is another matter.) The exhibits are displayed in two halls, the great hall and the station hall. The great hall displays the locomotives and the station hall displays coaches.

The day we were there it was overcast. The roof glazing provided plenty of natural lighting to admire and in most

cases photograph the exhibits.

Many exhibits owned by the National Railway Museum are not on display at the museum as they are operational and on loan for workings by preservation groups. Recently restored LNER pacific "Flying Scotsman" is one of these. When we were in York it was running trips in southern England.

The great hall allows you to inspect the exhibits at track level and in the of case GWR 4003



Great Western Railway 4003 "Lode Star"

"Lode Star" from the inspection pit beneath the locomotive. The tracks in the great hall radiate from the turn table. The locomotives displayed range from a replica of Robert Stevenson's Rocket in Ranhill trials condition, through a variety of steam locomotives to a couple of diesels.

The smallest locomotive on display is "Wren", the eighteen inch gauge Lancashire and Yorkshire Railway's 0-4-0 sad-



LNER A4 "Mallard"

tle tank works shunter finally retired in 1963.

Pride of place in the great hall is LNER 4468 "Mallard" coupled to the North Eastern Railway dynamometer car. The 1905 built dynamometer car recorded Mallard's record breaking run of 126 mph (203 kph in French) on the 3<sup>rd</sup> of July 1938.



North Eastern Railway Dynamometer car



L & Y "Wren"



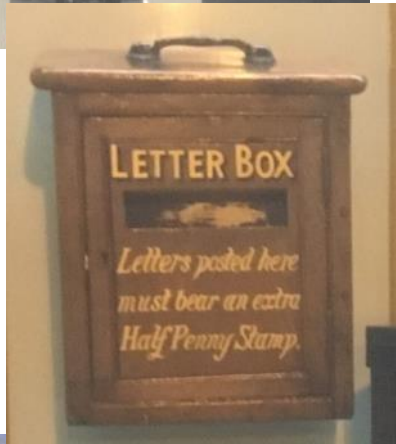
Vulcan Foundry 4-8-4  
KF7 603

The largest locomotive on display never operated in Britain, the standard gauge 4-8-4 numbered KF7 603 with twelve wheel coal tender was built by Vulcan Foundry in 1935. KF7 603 has the full range of fittings you would expect on such a large locomotive such as a power stocker, dual air compressors and power reverse.



It was exported to China and returned by the Chinese government many years later as a goodwill gesture. You can access the cab of 603 via an inclined ramp thoughtfully provided by "Bachmann Model Railways".

The station hall allows you to inspect a variety of coaches, vans and locomotives at platform level. Of particular interest to this observer was the mail bag catching net and late letters box on a Great Western Railway TPO car.



Mail bag catching net



English Electric Pilot Scheme Type One  
number D8000



GWR Flying Banana

## Division Four Highlights

We met in August at AMRA WA Branch's club rooms. We decided at this meeting to change our meetings from monthly to bimonthly. In addition to the meetings schedule change we have decided to look at invitations to exhibit on an individual basis.



After the formal part of proceedings and fortified with afternoon tea we were able to inspect progress on the LED strip lighting Alan is installing on the Valentine Run layout to illuminate the staging tracks area.

Rod gave his model of Santa Fe SD40-2 5038 (A redetailed HO Scale Bachmann model) a run leading a short freight. Alan attached his Mt McKinley full dome coaches to his Santa Fe ALCO RSD15 for a test run.



Rod's SD40-2

In early September Rod gave a presentation on railway modelling at his local library to a dozen or so attendees. He used a PowerPoint presentation and his new even smaller 16.5 mm gauge



Alan's RSD15



Progress on Market Blandings

display layout "Market Blandings" to demonstrate DC and DCC with sound operation.

"Market Blandings" is loosely (very loosely) based on locations described in P. G. Wodehouse's "Blandings" series of novels and short stories.

## Division Six October meeting

Before I start, I must pass on a huge apology to Vern Cracknell. I left him out of my thank you note which followed the Convention. Vern was his usual industrial self during the Convention. He even soldiered on with his Clinics in the face of IT breakdown. His experience in the Pulpit must have stood him in good stead. A lesser mortal might have folded under the circumstances. Well done! Plus lots of other work in the background. Shame on me. Thanks Vern.

Saturday 14th October, we gathered at Nairne in the Adelaide hills, at the home of Ivy and John Marsh for our October meeting. Thanks to Sol for once again managing the Attendance Record and the finances. Ray Brownbill gave a synopsis of the Convention and a discussion followed. Ray then reported on AP progress, which has slowed a bit due to the Convention.

Peter Cawthorne gave a report on the N scale Convention, which generated more discussion.

Max called on members to consider whether they may be keen to take over the role of Div Super next year; and also asked for volunteers to host meetings in 2018.

Various bibs and bobs of show and tell followed. Vern had a photo board showing photos of his layout in operation at AMRE – and some second hand track, which David snapped up. Swampy introduced us to his new Digitrax Wifi gizmo. Trev Seddon showed us a 4 function motion decoder he got from the internet for under \$15.00.

David Orr won the raffle.

Coffee/tea, cake and biscuits followed and then everyone adjourned to Swampy's train room to marvel at the progress he's made – despite his health challenges.

The weather was lovely, the company was good and everyone had a fine time.

Best regards

Max WRIGHT JP MMR 578

Division 6 Superintendent

Photos courtesy of Michael Robinson.



# Prototype Observations

## Puffing Billy's Climax 1694

### 2013 return to operation

Bob Wilson

These photos show the one of the test runs of Climax No 1694, built in 1928 by the Climax Manufacturing Company, Corry, Pennsylvania, USA, for the Forests Commission of Victoria prior to its return to service in 2013 after a ten year restoration.

The Climax restoration at Belgrave, included major work on the boiler, frames, gears, and brakes, and new wheels and axles. The restoration has cost \$700,000 was funded by the Puffing Billy Preservation Society by means of fundraising events such as The Great Train Race and Footplate Experience trains.

It is believed there are only four other Climax locos still operational, three of which are in the USA and one in the South Island of New Zealand. Climax 1694 is the only one built to 2 foot 6 inch gauge and just 19 Climax locos survive, mostly in North America.

The distinctive feature of the Climax locomotive is that the cylinders are not directly connected to the driving wheels. Instead they drive a cross shaft near the centre of the locomotive. From there the drive is transmitted to the small driving wheels through rotating shafts, universal joints, and bevel gears. The driving wheels are mounted in two four-wheel bogies so that they can easily follow sharp curves in the track. None of these features are found in normal steam locomotives. The result is a locomotive that is extremely powerful for its size, and that will cope with sharp curves and steep grades with ease. But this is at the cost of speed, Climax locomotive No.1694 is just about flat-out at 13 km/h (8 mph)."

The Climax undertook its first trial run since restoration on the mainline to Menzies Creek and back on 21 August 2013 hauling one of the railway's diesel locos just in case it was needed. On the 22 August 2013 1694 hauled an 11 car train to Emerald and return. My photos were taken on that trip. The morning weather wise was perfect. Clear sky, little wind and mild.

Loco driver's view of Monbulk Creek bridge out of Belgrave.





1694 alongside garret  
G42 at Belgrave  
workshops



The cattle wagon is hauling fire  
wood for the locomotive